

OCT 1 1941

ATLANTIC FISHERMAN

VOL. XXII

Registered U. S. Patent Office
SEPTEMBER, 1941

NO. 8

COILS FREELY
WET or DRY!

PRE-
LUBRICATED
•
PRE-
WATERPROOFED
•
QUALITY
CONTROLLED
every step
of the way!

You can identify Columbian Rope by the Red, White and Blue surface markers.



Ask any captain who relies on Columbian Rope . . . he will tell you it handles easier — coils freely wet or dry.

And here's the reason Columbian Rope stays flexible: each manila fibre is thoroughly waterproofed and lubricated — before it's made

into rope! Our process of manufacture not only guards against decay and unnecessary friction, but also assures you the non-kinking properties of a correctly balanced rope. That's why so many fishing companies depend on this long-wearing rope for their toughest jobs! Next time — buy "Columbian."

Columbian Rope Company
Auburn, "The Cordage City," N. Y.

Boston Office and Warehouse

38 Commercial Wharf

Here's where East and West agree!

The same economy and dependability that make "Caterpillar" Diesel Marine Engines favorites among Eastern fishermen have won them outstanding popularity on the Pacific Coast.

What do the Westerners think about "Caterpillar" Diesel power? Jack McMillan, of Newport, Oregon, owner of the drag fishing boat, *Sarah E*, says: "An ocean-going engine has to be entirely dependable. I trust my life to the 'Caterpillar' many times a year in stormy weather. In tuna season we're 80 miles offshore!"

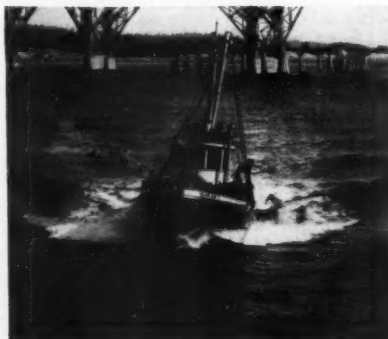
Vern Yeargan, co-owner with his brother of the *Minnie Y*, out of Costa Mesa, California, says: "There isn't another engine made that's better than the 'Caterpillar.' I have operated 'Caterpillar'-built tractors on construction jobs, so naturally I didn't have to be sold when I needed a boat engine. I *knew* they were good!"

East or West, a "Caterpillar" Diesel Marine Engine can save you money. It burns low-cost fuel, such as No. 3 domestic furnace oil, at full efficiency and with a clean exhaust. And it gives long, trouble-free performance at rock-bottom maintenance cost!

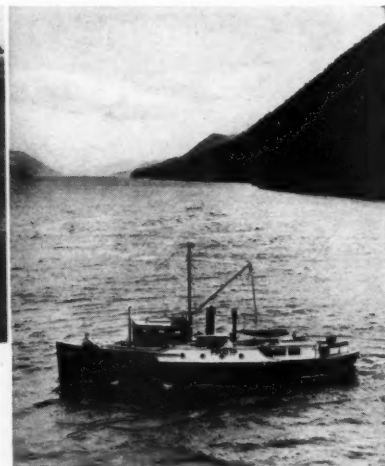
CATERPILLAR TRACTOR CO., PEORIA, ILL.



The 58-foot salmon seiner *Pacific Breeze*, owned by Bill Pitre, Vancouver, B. C., is powered by a "Caterpillar" Diesel D13000 Marine Engine.

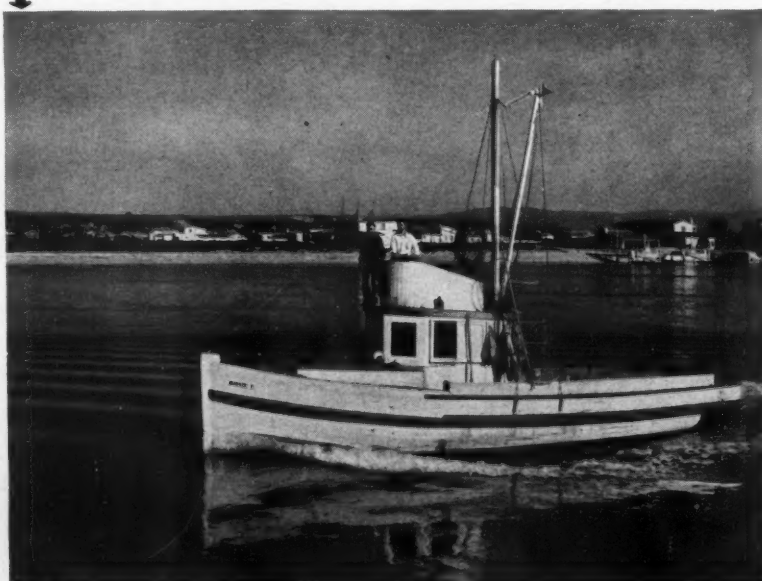


The 45-foot *Sarah E*, of Newport, Oregon, with "Caterpillar" Diesel D13000 Marine Engine, works 16-hour days on 4 gallons of 6½¢ fuel per hour.



The 50-foot *Charles Todd*, scout boat for fishing companies, is owned by Murray Balmer, Ocean Falls, B. C. Powered by a "Caterpillar" Diesel D4600 Marine Engine.

Nine cents per hour is all it costs Yeargan Bros., Costa Mesa, California, for fuel to run their *Minnie Y*, 14 tons, powered by a "Caterpillar" Diesel D4600 Marine Engine.



CATERPILLAR *DIESEL*
REG. U.S. PAT. OFF.
M A R I N E E N G I N E S

“Our ATLAS is making money for us.”



“Our Atlas is making money for us every day and we wouldn’t trade it!” That is the essence of a report from Robert C. Tompkins, five months after installing a 60 H.P. Atlas Diesel in the 46’ shrimp trawler “Edna Earl”, operating out of Berwick, Louisiana. Had he said no more, we would have chalked him up as another satisfied Atlas owner, but he continues with:

“We had consistent trouble with our other engine and consequently spent a great part of our fishing time at the dock, but with our Atlas we have not lost a single day’s fishing, except for weather conditions. Our catches have shown a 10% increase. We have to run from 7 to 15 hours before reaching the fishing grounds and we stay out from 4 to 7 days at a time, fishing as far out as 50 miles in the Gulf of Mexico and operating over a 200 mile radius.

“The power of our Atlas is evidenced by the fact that we recently ran from Point of Fear Lighthouse to our docks in Berwick . . . a distance of 28 miles against a heavy tide . . . in 2 hours and 50 minutes.”



Robert Charles Tompkins
Morgan City, La.

ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N.Y.
CENTRAL DIVISION . . . 228 NO. LA SALLE ST., CHICAGO, ILL.

SOUTHWESTERN DIVISION . . . 5726 NAVIGATION BLVD., HOUSTON, TEXAS
WESTERN DIVISION . . . 1000 NINETEENTH AVENUE, OAKLAND, CALIF.

DEPENDABLE · ECONOMICAL **ATLAS** *Imperial* DIESEL ENGINES

**CONGRATULATIONS
and BEST WISHES to
The New Fleet of
F. J. O'HARA & SONS, Inc.**

*In Portland, this fine new fleet
of 10 modern draggers is ser-
viced by Harris with Fuel Oil
and Groceries.*

THE HARRIS COMPANY

188 Commercial Street
PORTLAND, MAINE

Everything for Fishing Boats

FORDHAM

like all the other new F. J. O'Hara trawlers is fitted with "New England" equipment, in line with the well-known O'Hara policy of selecting only the best.

"New England" winches have stood the test on all types of draggers and trawlers, and are the result of years of experience in producing equipment for the fishing industry.

Gallows, bollards, blocks, and other deck equipment on the "Fordham" are all of "New England" manufacture.

**NEW ENGLAND
TRAWLER EQUIPMENT CO.**
Chelsea, Mass.

**"FORDHAM" first 82-footer
in 10-dragger O'HARA FLEET**



The "Fordham" recently launched for F. J. O'Hara & Sons, Inc. of Portland, Maine, by Maine Shipyards Corp., is the first of four 82-foot models being built for the Company. She is one of a fleet of ten draggers, including six 58-footers, four of which have already begun successful fishing careers.

Both the large and small size draggers are ultra-modern in every detail. They have a specially designed, wider type of hull that provides larger carrying capacity, yet is sufficiently fine lined to drive easily with a reasonable amount of power.

Designed by
ELDREDGE-McINNIS INC.
NAVAL ARCHITECTS
131 State Street Boston, Mass.

SHIPMATE

**For the entire new
F. J. O'HARA FLEET
of ten draggers**

No fisherman will be surprised when he reads here that the boats in the O'Hara fleet have SHIPMATE Ranges in their galleys. On the contrary fishermen would be surprised to read that any other kind of a galley range was installed on these boats. SHIPMATE is the standard range for fishing vessels and has been for sixty years.

SHIPMATES are made only by
THE STAMFORD FOUNDRY COMPANY
Established 1830 Stamford, Conn.

RANGES

Why F. J. O'Hara's Fish is "TIP-TOP"



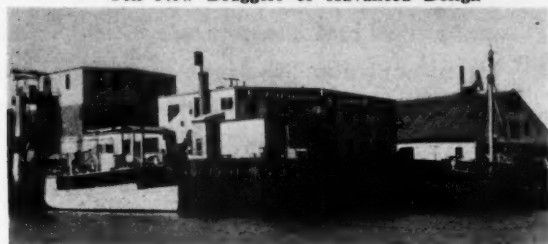
There are many requisites for the successful handling of first quality seafood products—a dependable source of supply, modern processing and packing facilities, attractive packages, and an aggressive organization. F. J. O'Hara & Sons, Inc., possess all of these qualifications.

F. J. O'Hara's new fleet of ten super-modern draggers, designed to make quicker trips and land better quality catches, will provide a continuous supply of first quality seafoods. Two up-to-date packing and freezing plants at Portland and Rockland, Maine, are equipped to scientifically process millions of pounds of fish annually. Attractive red, white and blue cartons, in 5, 10 and 15 pound sizes, provide real consumer appeal.

The consistent progress of F. J. O'Hara's organization has made him the largest independent fish dealer in the United States, and the "Tip-Top" brand famous throughout the country.



Ten New Draggers of Advanced Design



Modern Plants at Portland and Rockland, Me.



Attractive Quick Frozen Packages



F. J. O'HARA & SONS, INC.

Producers and Distributors of Fresh and Frozen Seafood

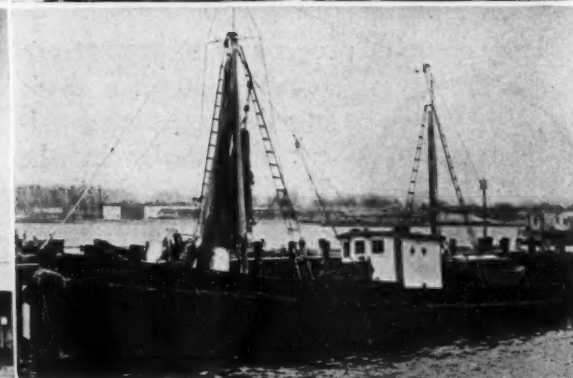
BOSTON, MASS. — PORTLAND, MAINE — ROCKLAND, MAINE

LESS DANGER—LARGER SHARES

with

Superior DIESELS

Hazardous as commercial fishing is, its risks and dangers are considerably less for present day fishermen than they were for their fathers and grandfathers. For tucked below in many a modern fishing craft is a sturdy, compact Superior Diesel whose ever-dependable power scorns bad weather or adverse winds and whose steady exhaust means greater safety, more trips and larger shares for all hands.



THE NATIONAL SUPPLY COMPANY... SUPERIOR ENGINE DIVISION

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas; St. Louis, Mo.; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass. FACTORIES: Springfield, Ohio; Philadelphia, Penna.

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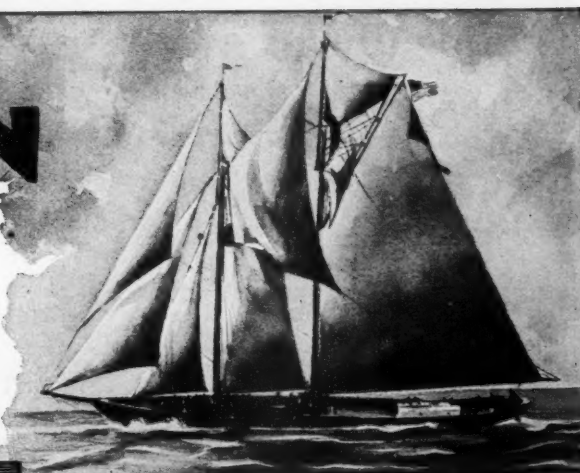
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Covering the Production and Processing of Fish and Shell-fish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



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Priorities, Price Regulation, Wage-Hour Law

IT is apparent to all that we are coming into a period when it is going to be extremely difficult, if not impossible, to secure materials for civilian activities without the necessary priorities.

The fishing industry is an essential one. Not only is the fishing fleet necessary as a source of food supply, but it is also available as an auxiliary branch of the Navy, both as regards the boats and the men that man them.

Additional boats continue to be taken by the Government for service in the Navy, and the continued loss of these boats will, of course, be reflected in a smaller volume of fish production.

The fact that there is a limit below which the fleet can be reduced without impairing a valuable source of food supply means that provisions should be made for the replacement of such part of the fleet as becomes necessary, and for the securing of engines, metals and materials necessary for building, equipping and repairing fishing craft.

Some time ago E. H. Cooley, Manager of the Massachusetts Fisheries Association, announced that efforts were being made by leaders of the industry to secure the necessary priorities.

As a result of these efforts the industry is now definitely under the recent order P-22, and rated as a defense industry, along with shipbuilding and foods. This gives us a blanket rating of A-10, which is the lowest rating in defense, but precedes all ratings for civilian needs. Further progress has been made toward having all of the companies rendering service to the industry, or supplying it with products, rated much higher, as are shipyards.

It is to be hoped that the authorities in Washington will give those companies servicing and supplying the fishing industry proper priority ratings which will be adequate for our needs.

Price Regulation

Committee hearings have been underway on H.R. 5479, a bill to regulate prices, and place a ceiling on various commodities, and it is important that the fishing industry give careful consideration to this Bill.

Congressman Bland has offered an amendment to this Bill as follows:

"The provisions of this Act shall not apply with respect to any fish, shellfish, crustacea, sponges, seaweeds, or other aquatic form of animal and vegetable life, and with respect to any product, by-product or commodity of the fisheries."

While this is an all out exemption it is explicitly supported by very strong reasons as to why the fishing industry should be exempted.

It would be practically impossible to fix a ceiling on the price of fish. One reason is that the fishermen themselves have an interest in the price that is received for a very large percentage of the fish that is produced; trawlers operate on lays,

and, as a matter of fact, most of the boats operating on both the Atlantic and Pacific coasts are operating on some kind of joint arrangement with the fishermen.

As is pointed out by Congressman Bland, fishery production is dependent upon weather conditions—storms, ice, fogs, etc.—over which no man has control. Production is also dependent upon the quantity of the catch—over which no man has control. A fisherman never knows (nor can he control) whether he will catch none, one, or a boatload of fish.

Marketable species of fish are not planted and cultivated as in the case of certain agricultural commodities.

There is no food more perishable than fish, while wide variations in supply result in gluts, causing violent fluctuations in price, and taxing available facilities for handling them.

It is obvious from the violent price fluctuations that a ceiling of prices cannot be established or maintained.

For each of more than a hundred species of fish a different ceiling would be necessary and for each species several ceilings would be necessary, according to grade of the particular species, and for the various commodities as marketed. Any price legislation would have to deal with several thousand price classifications of fishery commodities.

Wage-Hour Law

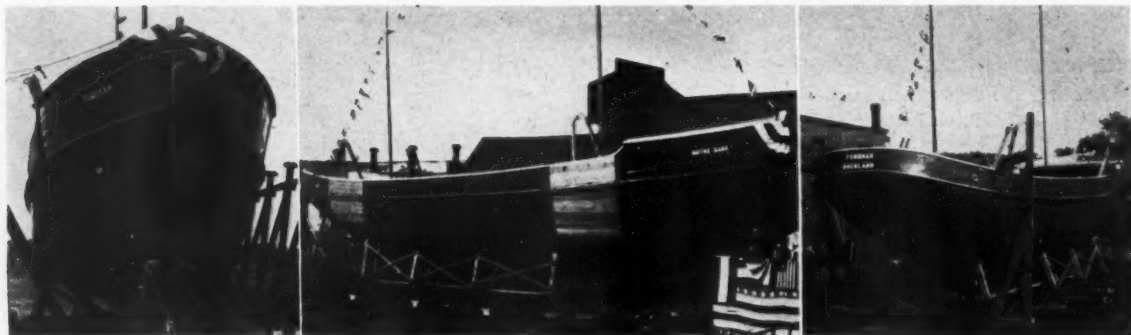
When Congress passed the Fair Labor Standards Act the general understanding was that the fisheries were exempted from the Wage-Hour provisions. The interests of the fisheries in opposing the ruling made by the Administrator not to grant full exemption, have been advanced by Congressman S. O. Bland, Chairman of the Fisheries Committee of the House, and others, including Charles W. Triggs of the Fishery Advisory Committee; Dr. Lewis Radcliffe of the Oyster Institute; E. H. Cooley of the Massachusetts Fisheries Association, and Attorney Hugh M. Frampton. There have been presented some excellent briefs and evidence that should exempt the fishing industry in its entirety, in keeping with the evident intent of Congress when the Fair Labor Act was passed.

As is the contention of Congressman Bland in his communications to the Wage and Hour Division, we believe that if the Congress intended that there should be any limitation it should, and undoubtedly would, have said so. An affirmative declaration of a limitation in the agricultural sections, for example, and the absence of such a limitation in the only fishery section in the bill, clearly shows a positive intent that there shall be no such limitation where the limitation does not appear.

All field men of the Wage and Hour Division have been ordered by the Administrator to desist from further action against fishery employers until a new order is issued. In the meantime, briefs filed by the industry in support of full exemption are being studied.

"Fordham" and "Notre Dame" Launched for F. J. O'Hara

The first and second of four 82-foot draggers in his Company's new fleet of ten ultra-modern craft



THE fifth and sixth additions to the new fleet of ten draggers being built for F. J. O'Hara & Sons, Inc., of Portland, Maine, have been launched at South Portland by Maine Shipyards Corp.

The *Fordham*, first of four larger, 82-foot draggers in the fleet, took her maiden dip on August 28, in one of the most spectacular launching ceremonies ever staged. Gayly decked in red, white and blue, she slid gracefully off the ways, her bow dripping with champagne from the bottle of her sponsor, Bradley O'Hara, 5-year-old son of F. J. O'Hara.

As the boat went overboard, an accordeon player stood in the bow, while a bugle and drum corps serenaded from the shore, amid 200 spectators, with Col. J. W. H. Myrick and 25 members of the Ancient and Honorable Artillery of Massachusetts in full regalia.

Following the launching, a colorful reception was held in the Lafayette Hotel, where a buffet supper was served, followed by a magnificent program of brilliant entertainment, featuring several talented artists, and the Andrews Post, American Legion Corps. The O'Hara children presented a clever dancing and singing act in an admirable manner.

Speeches were made by many of the guests who included members of the clergy, and outstanding personages in Governmental affairs and in the fishing and shipbuilding industries. The master of ceremonies was the general manager of the O'Hara concern, James J. Ryan, who handled the occasion most capably.

The *Notre Dame*, second 82-footer, and an exact duplicate of the *Fordham*, made her initial plunge on September 12. She received a most fitting christening by the owner's 4-year-old daughter, Hope Ann O'Hara, who vigorously swung the bottle against the bow with both hands. She now holds the distinction of being the youngest ship sponsor in New England.



At top: bow and stern views of the "Fordham", and along-side view of the "Notre Dame"; below at left, Francis J. O'Hara, Mrs. O'Hara and son Bradley, who sponsored the "Fordham"; at right, Hope Ann O'Hara, who is ready to christen the "Notre Dame".

Four vessels in the new O'Hara fleet are yet to be launched. They include two 58-footers, to be named the *Holy Cross* and *Georgetown*, and to be ready shortly; and two 82-footers, *Villa Nova* and *Jeanne D'Arc* now under construction.

The entire fleet will operate from Maine, serving F. J. O'Hara's modern packing and freezing plants at Portland and Rockland.

The *Fordham* represents the last word in modern draggers. She was designed by Eldredge-McInnis, Inc., with the object of securing maximum operating efficiency and of landing profitable trips of fish in prime condition.

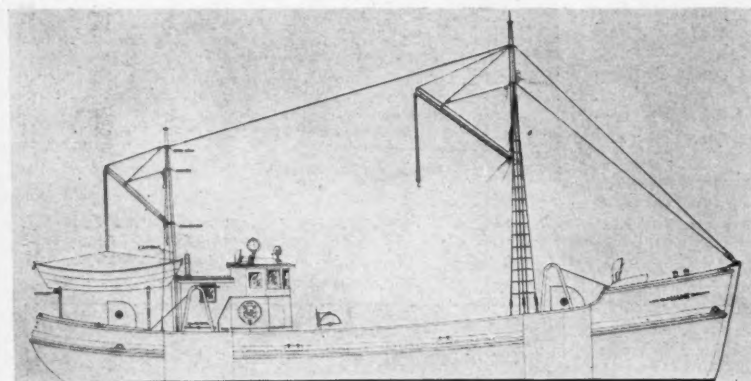
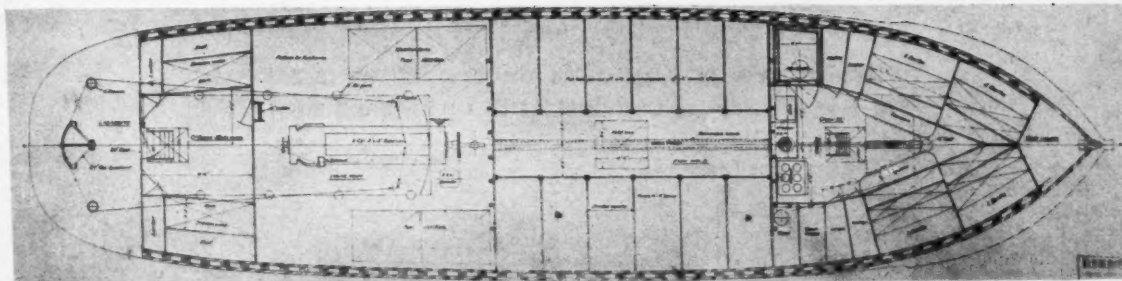
She has an over-all length of 82', a beam of 19' 10" and a draft of 8' 10". Her displacement is 116 tons, and her capacity, 120,000 pounds of fish and ice.

For a medium size dragger, the *Fordham* has many innovations, which have been incorporated to give easier and safer operation, with greater conveniences for the crew. Every detail has been designed for utmost utility, so that for a boat of her size, she has an exceptionally large fish hold, ample space for easy access to all machinery and spacious crew accommodations.

The hull of the *Fordham* represents a special type that has been developed by the architects to provide a boat with a wider beam that has larger carrying capacity, yet is sufficiently fine-lined to drive easily with a reasonable amount of power. One of its characteristics is a full stern, which provides more bearing aft, resulting in a better running boat that is better behaving in a following sea.



Mr. and Mrs. O'Hara with their family. Left to right: Robert Frederick, Francis, Jr., Bradley, Hope Ann and Mary Jane; the third daughter, Dorothy Frances, was not present.



At top is shown arrangement plan for the "Fordham" and "Notre Dame", and below, the outboard profile plan.

There is a whaleback on the forward deck. The masts are of conventional type, with a boom on the main mast for handling dories. The deck equipment, including winch, gallows, bollards and blocks, is furnished by New England Trawler Equipment Co. The model W-700 New England winch has a capacity of 350 fm. of $\frac{3}{4}$ " Roebling wire per drum, and is power driven directly off the main engine. Also on deck is an Edison non-chokable bilge pump.

Several new features are found in the construction of the *Fordham*. She has oak planking, oak frames and yellow pine decking and ceiling. In order to drain the condensation from between the frames, one-inch pipe drains have been placed in each frame space under the hold, arranged to run into the pump well. This eliminates the use of salt.

To prevent loss of the rudder, there has been developed a special form of bronze rudder stock, the lower half of which is H. shaped to take the rudder blades, which are through bolted. The round upper stock has a flange at the bottom and bolts to the lower stock.

A considerable amount of steel has been used in the dragger. The pilot house, deck house and engine room trunk are of welded steel plate, the use of which eliminates the possibility of shrinkage caused by the engine heat and prevents leaks.

The pilot house has Dutch-type doors with windows. The adjoining captain's quarters are well arranged with a full length berth with drawers under, and a good sized chart table having a window over it. A toilet is located in one corner, with a door aft on the trunk for easy access by the crew.

Pilot house equipment includes a Kelvin-White spring suspension, spherical compass with trawler binnacle, Bludworth Arrow direction finder and a 50-watt Hallicrafters radio telephone, all supplied by Kelvin-White Co., as well as a Fathometer depth finder.

The fore and aft booby hatches are of steel, and have 8" dead lights, a new useful feature. All bits are of hollow steel, and the fish hold has steel stanchions and steel hatch coaming.

The color scheme used on the boat is distinctive, there being a red bottom, white super-structure and blue hull. International paints were used.

The fish hold is arranged for six pens on a side, with con-

crete floor and pump well. Its length of 20' 9" is long for the size of boat. It has watertight bulkheads.

Accommodations are provided for 8 crew members forward and 2 officers aft. Access to the lazarette is from the cabin. The fo'c's'le has all the facilities for comfortable living, including 4 lockers, folding table, dresser, sink, Shipmate range, ice chest and coal bin. A rope locker in the peak is reached from the fo'c's'le. A 560-gal. water tank is under the floor.

The boat has an Arco heating boiler, with radiators in the pilot house, captain's room and cabin.

The *Fordham* is equipped for dragging from both sides, as well as for scalloping. As a result of a special arrangement of equipment, it is possible to change over from dragging to scalloping, and vice versa, in only three hours.

The *Fordham* is powered with a 215 hp., 6 cylinder Superior Diesel, 9 x 12, 400 rpm., direct reversing with sailing clutch. It turns a 48 x 34 Hyde propeller on a $4\frac{1}{2}$ " bronze shaft through a Hathaway stern bearing. The engine is furnished with Eclipse flexible metal exhaust hose.

A 2 kw., 32-40 volt, Diehl generator of variable speed, constant voltage type, is belt driven off the main engine. The batteries are 32 volt, 200 ampere hour capacity Willards, which supply current for 24 lights, telephones and depth finder.

The engine, engine fittings, generator and switchboard were supplied by Walter H. Moreton Corp., Boston.

Cities Service fuel oil will be used, supplied by The Harris Company, while lubricating oil is furnished by Socony Vaccum.

The *Notre Dame* will be identical to the *Fordham* both in construction and equipment as will be the other two 82-footers.

The *Fordham* will be in command of Capt. Ellis Dyer of Rockland, and the *Notre Dame* under Capt. Charles W. Mitchell of Orrs Island.

The Shore Engineer for the F. J. O'Hara fleet is John F. Sullivan, with headquarters in Portland. Sumner Whitney is manager of the Rockland plant.



James J. Ryan, left, General Manager for F. J. O'Hara, and Sumner Whitney, Manager of the Rockland, Maine, plant.

Four New Trawlers for General Seafoods Corp.

These new 40-Fathom trawlers are the first Diesel-powered trawlers built on Great Lakes

THE first of four new steel trawlers for General Seafoods Corp. was launched at the Lorain, Ohio, yard of the American Ship Building Company on August 14 at 11 A.M., and was christened by Mrs. Tylee Lyon, Postum department employee of General Foods' Battle Creek plant. Mrs. Lyon's number was drawn by Clarence Francis, President of General Foods, in a draft lottery involving the names of 10,087 General Foods employees living in the United States.

The second trawler was launched at the builder's Cleveland yard at 1 P.M., and was sponsored by Mrs. Walter Salen, wife of Walter Salen, a riveter employed by the American Ship Building Company. Mr. Salen's name was drawn by W. H. Gerhauser, President of the Company, in a draft lottery involving the names of riveters working on the trawlers *Drift* and *Surge*.

The trawlers *Calm* and *Mist* were launched on August 26, the *Calm* at the Lorain yard, and the *Mist* at the Cleveland yard. The *Calm* was christened by Mrs. Allan Rowe, daughter of Henry Atwood, port captain of the 40-Fathom fleet.

The *Mist* was sponsored by Miss Harriett Norine Palmer, daughter of E. T. Palmer, manager of Mid-Central Fish Company's Oklahoma City branch, and granddaughter of O. L. Carr, of the Mid-Central Fish Company, Kansas City, Mo. Mr. Carr's name was drawn in a draft lottery involving the names of all 40-Fathom distributors, from a seaman's fishing boat by Miss Mary Collins, daughter of Captain Patrick Collins, senior captain of the 40-Fathom fleet.

Following the Cleveland launchings, President W. H. Gerhauser and associates of the American Ship Building Company honored the sponsors and their guests at a reception and luncheon in the Cleveland Hotel. Officers of the Ship Building



Mrs. Walter Salen christens the "Surge". Left to right: Udell C. Young, V.P. in charge of production, General Foods; J. Lawrence Alphen, president, General Seafoods; W. H. Gerhauser, president, The American Ship Building Co.



The "Surge".



Left to right: Capt. Christopher Ness, who won the "Surge"; Capt. Eric Carlson, who drew the "Drift"; Mrs. Allan Rowe, who christened the "Calm"; Capt. Patrick Coady, who drew the "Mist"; Miss Harriett Norine Palmer, who christened the "Mist"; Capt. Michael Driscoll, who won the "Calm".



The "Drift".

Company, General Foods and General Seafoods, together with city officials and food distributors, wished the boats and their crews "good fishing" and "good luck".

Captains Carlson, Ness, Driscoll and Coady were assigned to their new commands by lot. Names of the boats were placed in a seaman's sou'wester, and the captains rolled dice for sequence in the drawing.

After being outfitted the four trawlers will be sailed through the St. Lawrence River to Boston before ice closes the passage this Fall. They are expected to be in service, operating from Boston Fish Pier, by the end of the year.

All of the launchings were most spectacular and thrilling with the method of launching the trawlers on their sides creating unusually large splashes. The vessels were built on stocks parallel to the shore, and when they were put overboard they dropped approximately five feet off the ways before reaching the water, which they hit at an angle of about 55 degrees. At the Cleveland yard the vessels slid into a drydock flooded 25 feet deep, while at the Lorain they went into a 20-foot deep, wet basin.

These new vessels are practically duplicates of the Bethlehem-built trawlers *Gale*, *Tide*, *Ocean*, *Wave* and *Crest* which have been highliners of the 40-Fathom fleet. They are of John G. Alden design, with Maierform hulls. They are 147' overall, have a 26' beam, and a 14' 4" draft. Their main engines are 650 hp., 260 rpm., 6 cylinder Cooper-Bessemer Diesels, which will give a speed of 12.2 knots.

These trawlers will have ample power under all conditions, be able to fish as deep as the Bethlehem-built fleet mates, fish in extreme weather with safety to crew and equipment, and bring into port 250,000 pounds of fish at a high rate of speed, consistent with good operating economy and safety.

Maryland

Five Point Program For Crab Rehabilitation

THE five-point program for rehabilitation of the crab industry in Maryland, presented by A. Wellington Tawes last month, has as its salient factors the following: No sponge crabs to be cooked in Maryland; no trapping of crabs in Maryland; securing the co-operation of Virginia in reducing the use of sponge crabs in that State; stricter grading of "green" crabs placed in floats for shedding by Maryland crab packers; planting of sponge crabs in Maryland waters each year.

The Conservationists and packers of Maryland and Virginia have held several meetings in Maryland and Virginia in regards to the destruction of crabs in the waters of the Chesapeake Bay. They have not reached any agreement. Virginia insists on dredging crabs during the Winter months, thus killing or cooking the female crabs, and she accuses Maryland of destroying crabs in floats and catching them with pots. Something will have to be done, as this was the worst season ever known in the soft crab industry in Maryland.

The watermen say that oysters are in good condition and there will be a large output for the 1941-42 season, more so than last year. The seed oysters and shells planted by the State Conservation Commission three years ago are now ready to be caught, and several oyster bars will be opened this season.

Good prices are expected. As a rule prices fall off after the Christmas holidays, but last year prices kept good the entire season, selling as high as \$1.50 a bushel after the first of the year. Dredgers and tongs had the best season in years during 1940 and 41, and they expect to do as well or even better this season.

Shell Planting

At the recent meeting of the Commission and the personnel of the Department of Tidewater Fisheries held at Solomons, Allan Sollers, a member of the Commission, set forth the plans being followed in the shell planting program. The importance of getting a set of young oysters the first year was stressed. Shells planted on adjacent lots on the same bar in Eastern Bay in 1939 and 1940 respectively caught 2,688 spat per bushel on the new clean shells and only 282 spat per bushel on the 1939 planting.

Every effort is being made to increase the efficiency of the shell planting operation. After long experience in Connecticut, the planters there have restricted shell planting to very small areas that are naturally suitable for spat collection. From these setting areas, the spat covered shells are transplanted to growing grounds.

The Commission is building up a careful record of the results of shell planting by making accurate counts of the spat fall on each planting made. When the records demonstrate beyond question that shell planting is ineffective in any given area, shell planting will be replaced by seed oysters grown on the seed areas for these sections.

Quinn Opens in Apalachicola

The Wallace M. Quinn Co. has opened a seafood packing plant in Apalachicola, Fla. It will handle crabs, shrimp, and oysters. George L. Sterling of Crisfield is manager.

Handy, Commission Member

John T. Handy, president of the J. T. Handy Co., of Crisfield, one of the leading seafood packing companies in Maryland, has been appointed by Gov. Herbert R. O'Connor as a member of a Fisherman Commission of Research and Education of the Chesapeake Biological Laboratory and the Maryland Weather Service.

Marine Compact to be Signed

Governor O'Connor will sign the Marine Fisheries Compact September 15th. The body set up by the Compact is designed to bring about better co-operation between the several States in the passage

of uniform conservation laws. It will place information pertaining to fishery management developed in one State directly before the attention of all States. It will provide the machinery for co-operative action relative to Federal legislation regulating off-shore fisheries. At the present time the following States have joined: New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Delaware and Maryland. Several States have not as yet ratified the measure as their Legislators did not meet this past Winter. Among this latter group is the State of Virginia.

Virginia Prospects Favorable

INSPECTOR E. O. CORSA, of the Commission of Fisheries, reports conditions distinctly favorable in the great Wicomico for oysters, clams and fish. Large catches of spot for this time of the year have been reported, and menhaden fishermen claim they have had the best season for years.

Strike for oysters planted this year is favorable, but oysters planted during July have not shown up so well as to spat. However, improvement is expected later in the season.

A good supply of oysters is reported by tongs in the James and at Nansemond Ridge. A few oysters have been shucked on the Eastern Shore, with the meat said to be better this year than for the same time last year. Oyster prospects for the season are very favorable.

Extend Season for Transplanting

Permits issued for transplanting oysters or clams expired August 15, with new permits issued being valid until October 15, inclusive. The Commission of Fisheries is maintaining a special inspector at the public dock at Hampton for purposes of inspecting and counting clams coming from restricted areas in the James River and Hampton Roads before they are sold for transplanting purposes.

Any persons relaying clams for cleansing purposes are to pay the cost of the watchman who is to be selected by the Commission, and all clams transplanted to approved areas will have to remain for 30 days after transplanting has ceased.

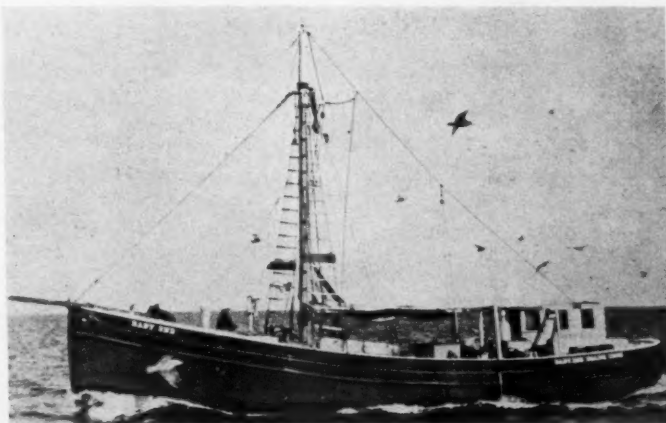
Further regulations state that the area to which clams are transplanted should be staked off with yellow flags, and should be in an isolated place away from clams which have been in approved areas long enough to be cleansed.

All permits, for transplanting either oysters or clams, will expire October 15, in order to have 30 days for cleansing before the water temperature goes below 50 degrees.

Blue Fish Seen Again

The return of the prized Blues is something of a phenomenon in the Chesapeake Bay area. Several years ago the fish disappeared from this area and became scarce all along the Atlantic Coast. No satisfactory explanation for the disappearance has been advanced.

Due to the scarcity of the fish it is believed they will bring a good market price once they can be caught in large enough quantities.



The "Baby 2nd" of Stonington, Conn., 58' long, 16' beam, 7' draft; powered by a 4-cylinder, 100-120 hp. Wolverine Diesel engine.



The "Robert Bruce" owned by Pacetti Fish Co., St. Augustine, Fla. She is 50' x 16', with a 38 x 30 wheel, and is powered by a Caterpillar Diesel engine.

Mississippi Shrimp Fishing Season Opens

MISSISSIPPI'S shrimp fishing season, nominally opened on August 10 but delayed eight days, took a slow start, with small catches, according to President John Ewing of the Gulf Coast Shrimpers' and Oystermen's Association, who said that unloadings on August 20 at Biloxi totalled about 150 barrels, compared with 1,000 usually taken under favorable conditions.

Prolonged prevalence of westerly winds was given as one of the causes for the light catches of shrimp, and a change to easterly winds for a few days would increase the volume.

Factorymen and Pickers' Union Reach Agreement

Wm. Cruso, Biloxi packer, authorized to speak for the other local packers and raw dealers, announced that the factory men had agreed to pay the proposed increase asked by the Seafood Workers' Union for picking shrimp. The new scale will be 1½ cents a pound, which is a 50 per cent increase.

Benefit from Increased Tariff on Crab Meat

Mississippi sea food companies were pleased over President Roosevelt's order increasing the tariff on imported crab meat which comes principally from Japan.

"It will mean lots to people of the Mississippi coast," George Dubaz of Dubaz Brothers Canning Company said, and J. E. Wentzell of Wentzell Brothers Canning Company said, "The increase in the tariff will help conditions considerably."

Increased demand for the Gulf Coast product was seen by C. F. Gallott, and other Biloxi packers.

Mississippi crab meat is shipped on ice as perishable goods, while the Japanese sea food is sent in cans anywhere.



New model EHT Mack tractor-trailer unit serves the Brooks Seafood Corp. of Morgan City, La., in hauling 24,000-pound payloads of "quick frozen" shrimp, in a spacious insulated semi-trailer body. When traveling East no ice is required for refrigeration, but when going West, because of the extremely long trip, 1,000 pounds of dry ice are used.

Florida Shipments of Fishery Products

THE following data was compiled by S. C. Denham, Assistant Fishery Marketing Specialist, from the shipments of fishery products recorded in the daily report issued by the Jacksonville Fishery Market News office.

During the 1940-1941 season, 117 carloads of fishery products were reported. These consisted of fresh fish—88 carloads, frozen fish—27 carloads, frozen shrimp and frozen lobster tails—each 1 carload. Fifty carloads were shipped from the West Coast and 66 from the East Coast. Carload shipments numbered less than one-half the previous season's total when 236 carloads were reported of which 198 contained fresh fish, 35 frozen fish, 1 frozen shrimp, and 2 frozen fish and shrimp mixed. From the East Coast 106 more carloads of fresh fish were shipped during the 1939-1940 season than in 1940-1941.

Express shipments amounted to 67,633 packages consisting of 54,933 barrels, 11,523 boxes, and the remainder kegs, tubs, and cartons. Generally a fish barrel contains 200 pounds of fish, and a fish box 100 pounds.

Truck shipments amounted to 18,514,166 pounds of fresh and frozen fishery products for the period November 1940 to June 1941, or a monthly average of approximately 2,300,000 pounds, as compared with approximately 2,500,000 pounds during the same period last season. Truck shipments of salt-water fish were 2,400,000 pounds less than the previous season. Shellfish shipments were 200,000 pounds greater, due mainly to the greater amount of shrimp shipped.

Although complete information on production is not available for all localities, the production of fish in general was less than during the previous season. Particularly was this true of bluefish, Spanish mackerel, and kingfish (king mackerel).

Mullet May Disappear

The prediction that mullet may become almost extinct in Florida waters unless rigid conservation is provided was made by S. E. Rice, State Conservation Commissioner.

"In two more years without closed season restrictions during the spawning period we will be faced with almost an extinction of that specie," Rice declared.

Under present law, there is no closed season in the Gulf Coast counties from Pasco to and including Escambia. Fishermen in that area may catch mullet as small as eight inches.

From Pasco County Southward along the Gulf coast and around the State on the Atlantic side there is a closed season from December 1 to January 20, and the minimum legal size of mullet is 12 inches.

The threatened shortage has resulted, he said, from "too much catching and not enough enforcement of conservation laws" during the spawning season, which extends from November to March.

The commercial catch of mullet reported to the Conservation Department during 1940 was 33,718,807 pounds. It leads all other salt water fish in Florida.

Sponge Sales Near a Million

Sponge Exchange officers at Tarpon Springs made public figures for sponge sales since Aug. 1, when three sales netted a total of \$95,965.

It was expected that by Aug. 25 sales for 1941 would reach \$1,000,000. Sales to Aug. 6 were about \$450,000 greater than the sales for the same period a year ago.

Apalachicola Construction

The Standard Fish and Oyster Co. has a new boat, 45 feet in length, with 14 foot beam. The craft will be added to the shrimping fleet.

A new structure being erected by the United Seafood Company is a frame building with a concrete foundation and floor. Its dimensions are 37½ feet in width and 47 feet in length. It will be used for the packing of snapper, grouper, shrimp, oysters, crabs and mullet.

Louisiana

Shrimp Dealers Need Priority Rating

THE Southwest Louisiana Shrimp Association held its regular meeting on September 9. A press relations committee comprising President John Santos, J. R. Hardee, Jr., and J. A. Pharr, Jr., was appointed.

President Santos and Secretary Joe Giordano expressed the concern of all the dealers at present in explaining the object of the meeting. They stated that unless marine hardware is made available to the industry, production will be greatly hindered. Several dealers explained in detail the delay in getting necessary equipment and in many cases they said they have not been able to get their orders accepted at all.

C. E. King expressed the opinion that a request for a priority for the industry would be granted because the Government is anxious to see the production of foodstuffs continue and to reach a new high. He asked that the men of the industry anticipate their needs far in advance and that they furnish their local agents with this information and with true and accurate statements as to the vital need for this equipment. It is his belief that the OPM will appreciate the predicament of boat owners and assist in relieving their problem.

Price Agreement

The shrimp dealers consented to a \$20.00 per barrel price and the trawlers left port for the shrimping grounds. The agreement which the dealers signed states that they will pay \$20.00 per barrel for shrimp running 25 or less to the pound, with heads off, and that this price will remain in effect unless market conditions warrant a change or until the next union meeting is called. The trip on August 18 was the first the boats have made since July 1st. A closed season was in effect from that date until August 10th. Then a disagreement between dealers and union over price kept the boats in port.

The dealers have asked the union officials to appoint a pricing committee to confer from time to time with a committee of dealers to study market conditions and set prices. They contend that such a system would expedite matters. The present system is for the union to set a price at a meeting and notify the packers of their decision. If there is any disagreement another meeting of the union membership must be called. It is said that the union has refused the request on the grounds that the entire membership should have a vote on setting prices.

Light Catch

The shrimp catch during the last week of August was light, 32 barrels being the largest single catch. Two boats, the *Miss Morgan City* and the *Treacle*, each had 32 barrels. The *Miss Morgan City* is captained by T. B. Mocks and is owned by V. Santos, Inc. The *Treacle* is captained by Herman King and belongs to John R. Hardee, Jr. It is said that most of the shrimp were seined in deep waters, some as deep as 11 fathoms.

A seaweed growth on the bottom of the shrimping grounds played havoc with seines. At times the nets were so heavily laden with the grass that it was extremely difficult to pull them in. Experienced shrimpers say that this growth lasts about one month, then pulls out of the ground and dries up.

Houma Shrimp Catch Small

Houma packers are complaining of the uncommonly small catch. Ordinarily at this time of year all the plants should be operating at capacity. As it is some are not operating at all, and the others are just handling a very small catch. What is more, the shrimp that is being caught are very small.

The market for shrimp is very good now. The price is \$7 a barrel on the boats and \$9 a barrel at the plants. Headless shrimp are selling for as much as \$20 a barrel at Morgan City. But with all this good news, Terrebonne shrimpers come back from the Gulf with empty boats and gloomy stories. They give various reasons why the shrimp catch is so unusually small. Some fishermen say the meager catch is due to the Northwest winds that make the Gulf too calm. They are of the opinion



J. S. Darling, President, Oyster Growers' and Dealers' Association, presents Hon. John J. Dempsey, Acting Secretary, Department of the Interior, with first oysters of season, at luncheon given by Oyster Institute of North America for officials and Press, Interior Department Cafeteria, Washington, September 2.

that Southwest winds would stir the shrimp up, making them available for capture.

But several of the large packers are of the opinion that the scarcity at this time is due to the fact that the Florida boats have just about fished these waters out of shrimp.

Cameron Growing

Several boats owned in Morgan City and several boats owned by outsiders that formerly fished here are now trawling out of Cameron. Cameron is another town that shrimping has built. Before the several hundred boats made Cameron their port the now prosperous settlement was little more than a parish seat with a courthouse and residences for public officials. The chief industry was cattle. Now the parish is building. Cameron is close to the shrimping grounds, some boats going out in the morning and coming in that night when the shrimp are found close to shore. Shipments go by express, being trucked to Lake Charles and loaded there. Among other dealers in Cameron are Brooks and Fodale.

"40 Fathom No. 5" Joins Fleet

The new trawler *40-Fathom No. 5* has left Morgan City under the power of its Superior Diesel and will be operated out of Galveston in shrimp trawling for General Seafoods.

Originally commenced as construction for stock by Mechanical Equipment Company of New Orleans, the trawler was acquired immediately as an addition to the 40-Fathom fleet. The hull was designed entirely by E. Klonaris, Morgan City boat builder, in line with suggestions by Mechanical Equipment.

Construction is of the heavy trawler type as built in Florida and Southwest Louisiana; keel is of heart yellow pine, frames of steam-bent white oak and planking of 1½" cypress; dimensions are 57' by 16' by 6½' draft.

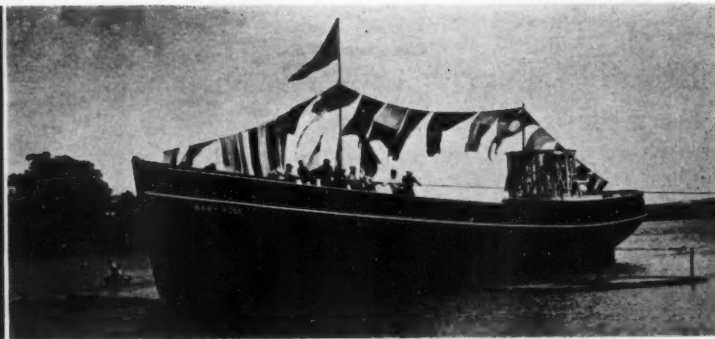
New Plant in Slidell

For the new plant which Paul Messick will operate in Slidell, the fish will be brought in from Lake Born, approximately 10 miles from the location of the plant.

Ernest Lile, "Crab King"

Ernest Lile, who may well be termed the "Crab King" of the Morgan City section, catches crabs with his patented invention consisting of a cone-shaped wire basket, which is suspended in the water. Bait attracts the crabs and once they enter the device they find themselves trapped and unable to escape. One trap will accommodate dozens of crabs. Mr. Lile has about 125 of these traps and keeps two crews on the lakes busy daily gathering his catch and delivering it to his Verdunville plant.

A feature of Mr. Lile's crab business is his preparation of steamed crabs and of serving them in a screened establishment at his Verdunville plant. The process of steaming the crabs serves to retain the fats within the shell.



Mrs. Mary Rose Ciarametaro, sponsor of the "Baby Rose", caught in a splash of champagne. At right, the "Baby Rose" after leaving the ways at Thomaston, Maine, where her Atlas Diesel and other machinery will be installed.

Maine Lobstermen Have a Market for Kelp

THE Algin Corporation of America, with a processing plant at Rockland, R. S. Holt, president, recently has leased from the State the kelp rights of the great area ranging from the mouth of the Kennebec Eastward to Cutler in Washington County.

Holt's plant wants kelp, from which is extracted algin, and there is an abundance of the growth.

He proposes that lobstermen who are interested in making more money take time off from their traps for two or three hours on the low tide and gather kelp. The company will furnish a chart of the kelp beds in the various localities, and the special cutting device and storage nets, without charge, and explain the full details of the harvesting operation.

The nets full of kelp will be moored at a dock or on a buoy, and at regular intervals a boat will come from the factory to take the harvest and leave more nets. The fisherman will be paid cash for his labors and, according to Holt, many in Nova Scotia where the concern also has harvesting operations, earn as high as \$40 a week as a sideline. Holt says he can handle 100 tons a week.

There are two kinds of kelp, known as the broadleaf and the horsetail, with the former found inshore and the latter offshore. Stems ranging from 10 to 50 feet long are brought in and used along with the leaves. The kelp is about 95 per cent water. The harvesting season is practically all the year around and a new crop is grown every year.

Holt says he is naturally interested in conservation and propagation, and plans to conduct many experiments along those lines. The present cutting methods of harvesting do not hurt the plants.

Algin, the extracted product, is snow white and very light, and resembles cotton waste. It is used in many manufacturing processes, and right now is important in some National defense items.

To Expand Crabmeat Industry

Plans for further expansion of Maine's young crabmeat canning industry were discussed when present and prospective operators met with Sea and Shore Fisheries Commissioner Arthur R. Greenleaf and Sturges Dorrance, merchandising and advertising council for the Maine Development Commission. In calling the group together Greenleaf said that the present international situation was creating a real opening for the Maine product to get firmly established in the markets and that his department and the Commission felt that the time was ripe for a big merchandising effort.

Practically all of the canned crabmeat used in this country has come from California, Russia and Japan. Two years ago a small plant was opened in South Carolina and another by R. K. Barter of Stonington. Previously operations on the Atlantic coast had been only on a small scale.

Working with Barter and other Maine packers the Development Commission launched a merchandising effort that has resulted in rapid growth of the industry.

To Protect Crab Supply

In view of the steady and rapid growth of Maine's crabmeat canning industry, Sea and Shore Fisheries Commissioner Arthur R. Greenleaf has appealed to all lobster fishermen to protect the crab supply by throwing back, unharmed, the ones they do not sell to the packers.

At the present time the principal source of supply is from the lobstermen who catch thousands of crabs in their traps. In that they are considered somewhat of a nuisance by the men who do not or cannot take advantage of the comparatively new market, they are usually crushed before being returned to the sea.

Predicting that the output of canned crabmeat would be tripled within the next two years and that a sizable permanent industry would be established, Greenleaf said that such destruction was now very wasteful and should be eliminated.

He pointed out that the market for the live crabs was spreading all along the coast and that in a short time every fisherman would be able to dispose of his catches.

Sardine Canners Increase Wages

In a move ascribed in part to a labor shortage, the R. J. Peacock Co., sardine canner, posted notice Aug. 30 of an increase of 5 cents an hour in the wage of about 250 employees.

The deficiency in the labor supply was attributed to defense work and the impending reopening of schools.

Peacock's male workers now receive 40 cents hourly and women get 20 cents per case.

Recently the Booth Co. gave 250 workers similar raises and three other sardine packing concerns employing about 500 persons were expected to follow suit.

Canners Want to Extend Season

Because of heavy foreign demands, an effort will be made to repeal a Maine law forbidding sardine canning from Dec. 1 to April 15.

Oscar H. Brown, president of the Washington County Chamber of Commerce, said his organization soon would ask such action because of the boom market.

Virtual elimination of foreign imports and shipments of one-fourth of this year's supply to England under the Lease-Lend Act caused the Government to ask for extensive production despite an unusually small 1940 pack.

Boats Sold Through Knox

The dragger *Medric*, 49' x 13' x 5' 6", owned by Capt. Harold Lawson of Bernard, Me., and powered with a 60 hp. Fairbanks-Morse Diesel, has been sold to Anthony and Charles Ragusa of Gloucester, Mass.

The lobster smack *Aerolite*, 57' x 15' 6" x 6', owned by Capt. L. H. Simmons of Jonesport, Me., and powered with a 110 hp. Caterpillar Diesel, has been sold to Manuel Thomas of Provincetown, Mass., who is having it converted to a dragger at Perry's Boat Yard, Rockland, Me.

Both of these sales were made through Knox Marine Exchange of Camden, Me.

Gloucester Fleet Has Three New Draggers

TWO draggers for the Gloucester fleet were launched in August at the Warner yard in Kennebunkport, Maine. They are the *Gloucester* for Capt. Frank Foote, which went overboard on the 16th, sponsored by Mrs. Foote; and the *Ida and Joseph* for Capt. Joseph Cottone, sponsored by Mrs. Alice Amirault on the 30th.

The "Gloucester"

The *Gloucester*, which is owned jointly by Capt. Foote, Capt. Frank Parsons and Randall H. Quessy, is the first fisherman to be so named in 20 years. She is 92' long, with a beam of 20' and draft of 8' 9". Her capacity is 130,000 pounds of fish and she has accommodations for 14 men, 12 forward and 2 in the pilot house.

Power is supplied by a 200 hp., 6 cylinder, 10 x 13 Atlas Diesel, which will give a speed of about 10 mph. Her shaft is 4 1/2" steel with bronze sleeve, and her 60 x 34 propeller and stern bearing were furnished by Hyde. She is painted with Pettit's Jersey City Copper bottom paint, and has a Hathaway winch and Shipmate range. Two water tanks, holding 1200 gallons, are located under the fo'c's'le floor.

Captain Foote, who will command the new craft as soon as outfitting is completed at Gloucester, has been seining in the *Eleanor*.

"Ida and Joseph"

The *Ida and Joseph* is 86' x 20' x 8' 9", with a capacity of 100,000 pounds. She has bunks for 10 in the fo'c's'le, one in the pilot house and one in the cabin.

The pilot house is roomy and well finished. It has a large closet, a sizable chart table and ample space for the General Communication direction finder and Jefferson-Travis 25 watt radio telephone. The captain's quarters has port lights, while the wheel house has 1/4" shatterproof plate glass windows.

The boat has a cast iron covered rudder post and metal rudder sleeves. She has full rigging, with a 46' foremast. Plymouth cordage will be used.

Power is furnished by a 200 hp., 6 cylinder, 10 x 13 Atlas Diesel, which will give her a speed of about 9 1/2 mph. The 60" x 34" propeller and stern bearing are of Hyde make.

Other equipment includes Hathaway winch and deck gear, Kinney clutch, Shipmate range, Russell pump, and Fathometer. Pettit's Jersey City Copper bottom paint was used.

"Baby Rose" Launched at Thomaston

Morse Boatbuilding Co., Thomaston, Maine, launched its fourth dragger this year when the *Baby Rose* for Capt. Joseph Ciarametaro, Jr., of Gloucester, Mass., slid off the ways on August 25. Mrs. Mary Rose Ciarametaro, mother of the

owner, christened the boat, which was named for her 3 1/2-year-old granddaughter.

The *Baby Rose* is built from the Morse model, and her keel was laid March 15, soon after another Gloucester boat, the *Ben and Josephine*, was launched.

The new dragger is 92' long, 20' wide and 10' deep, and has a fish capacity of 140,000 pounds. It has accommodations for 7 men forward and 2 aft.

Power is furnished by a 220 hp., 6 cylinder, 10 x 13 Atlas Diesel engine, which turns a 60" Hyde propeller on a 4 1/2" bronze sleeved, steel shaft, with Hathaway stern bearing and stuffing box. She has a 7 1/2 hp. Stover Diesel auxiliary with a 4 kw. Star generator, 2" Goulds bilge and deck pump and Curtis air compressor; a Hathaway winch with Kinney hauling clutch; and Shipmate range.

The dragger was scheduled for her first trip about Oct 1, following machinery installation at Thomaston.

Al Jolson at Essex Launching

THE new dragger *Ronald and Mary Jane* had two unusual distinctions at her launching at Lyman James Shipyard, Essex, Mass., on Sept. 4. She had as well wisher the stage, screen and radio star, Al Jolson, in addition to two 9-year-old sponsors, Ronald Kiselik and Mary Jane Lansburgh, for whom the boat was named.

The sponsors are son and daughter of Fred Lansburgh and Jerome Kiselik, president and treasurer respectively of Flag Boat Corp., of New York City, owners of the craft. Jolson, who is a friend of Mr. Lansburgh, happened to be playing in Boston at the time.

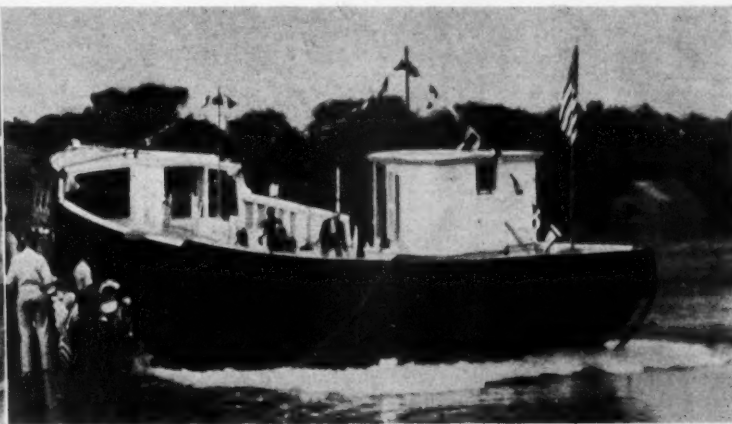
The *Ronald and Mary Jane* was built from a new model designed by Raymond Mulcheyke of Essex. Her dimensions are 99' 6" x 22' 7" x 10'. A feature of this model is its fullness near the stern, which allows for placing the engine farther aft, thus permitting a longer fish-hold.

The hold is 21' long and 10' 4" deep, with a capacity of 145,000 pounds of fish.

The 15-foot whaleback is exceptionally long, and the hurricane deck is carried aft over the dog house on the forward companionway. The stern is a round type. The vessel is painted red on the bottom, black on the hull and white on the superstructure.

There is a large pilot house with two berths. The cabin quarters contain three double bunks with a sliding vertical board between sections so that they can be used singly or double. The fo'c's'le contains 8 bunks and the galley with a Shipmate range.

The dragger is powered by a GN-6, 260 hp., 6 cylinder Cooper-Bessemer Diesel, direct reversing with sailing clutch. She has a 32-volt Exide Ironclad battery of 280 ampere hour capacity. Her winch and deck gear are made by Hathaway Machinery Co., New Bedford, who have installed all her machinery.



Mary Jane Lansburgh and Ronald Kiselik, sponsors of the "Ronald and Mary Jane", with Al Jolson; right, the new dragger hitting the water at Essex, Mass.

Booth's New Trawlers Represent Advanced Design

"Illinois" and "Maine", built by Lawley, are distinctly different, with many new features

THE launching of *Illinois* on August 28 by George Lawley & Son Corp., Neponset, Mass., marked a new milestone in trawler construction. Superbly christened by Mrs. Jervis J. Babb, wife of the recently appointed general manager of Booth Fisheries Corp., her owner, the vessel took her maiden dip in perfect form.

The *Illinois*, which will be duplicated in her nearly completed sister ship, the *Maine*, is a distinctly different type of trawler. Features of her design, construction and equipment boast a long line of firsts in such a craft, all of which should make her a challenge to the fishing industry.

In designing the new trawler, the architects, Gielow Incorporated, represented by A. J. MacDonald, working in co-operation with Booth's Boston resident manager, J. J. Lamere, and Marine Superintendent Jens Bruun, strived to produce a



Above: Jervis J. Babb, new General Manager of Booth Fisheries Corp., with Mrs. Babb, sponsor of the "Illinois", and their daughter. Left: the all-welded steel trawler "Illinois" just after launching at Lawley's yard, Neponset, Mass.



vessel that would carry a larger payload, easier, more safely and at good speed.

The *Illinois* is the first all-welded steel trawler to be built, and carries the highest obtainable American Bureau of Shipping rating. She is 127' in overall length, 117' on the water line, and has a beam of 24' and draft of 13' 6".

New Hull Lines

The hull lines of the vessel represent a new conception of design. She has a blunt nose with a small amount of rake on the stem. There is practically no flare on account of the wideness of the bow underwater. This design is expected to give the vessel better buoyancy, and to overcome the tendency of the bow to trim when the trawler is loaded. It also provides larger room for the forward quarters and allows for increased tank space in the bow that can be used for trimming with water or fuel.

The stern is entirely new and is planned to make the vessel lively enough to stay up and not dip in heavy seas. Above water it is rounded, while under water it is pointed with very fine lines.

The stern above deck is closed in, with a rake of only 18" between the rail and the edge of after top deck. This allows for extra large storage space and gives better footing for safely putting overboard the life boats, which are held in davits.

Extra thickness in hull plates has been applied at all points of extreme stress or wear, such as in the way of the galleys and fuel tanks, at the break of deck and on the stern. Over a period of time this will result in lower maintenance expense. The stern frame is fabricated, thus eliminating possibility of faulty castings, and giving added strength. The stabilizer, or bilge keel, is wider than customary.

Large Insulated Fish Hold

The fish hold is exceptionally large for this size of trawler, being 32' long, 24' wide and 13' deep, with a capacity of 300,000 pounds of iced fish. The entire hold, including floor,

is insulated with 3" cork set in hot pitch, over which is 2" matched wood sheathing. A novel feature is the steel-pipe trough running the whole length of the hold and then through the tanks into a pump well in the engine room, where a built-in main engine pump operates continually. Gravity drainage from the hold eliminates bilge odor and keeps the hold sanitary. An extra number of pen boards, 154 in all, eliminates the possibility of crushing the fish.

New Type Engine Mounting

The engine room, with its mass of machinery, has the semblance of a power house. The main engine is a Type LS, 6 cylinder, 15½ x 22, direct reversing Cooper-Bessemer Diesel, developing 650 hp. at 260 rpm., which is expected to give the vessel a speed of 12 knots. It swings an 84" variable pitch, 4 blade Ferguson propeller, turning on a steel shaft with continuous bronze lining and a bronze lignum vitae stern bearing.

The main engine is equipped with a Ross heat exchanger for fresh-water cooling, Brown pyrometer and thermo couples, and Maxim exhaust silencer. A 15 kw. Diehl tail-shaft generator furnishes power for lights, pumps, instruments and battery charging. Batteries are Willard KTWF, 56 cells, 115 volts, 279 ampere hour capacity. The switchboard is by Bromfield.

A new idea employed in mounting the engine was setting it on type metal, poured in hot, on top of the engine foundation, thus assuring perfect alignment. Another feature of the engine installation is a long reversing sweep in the exhaust to prevent back pressure.

Fuel tanks are arranged thwartships aft of the fish hold. The vessel will be fueled with Gulf and lubricated with Texaco.

Auxiliary Equipment

The winch engine is a Type EN, 4 cylinder, 8 x 10½ Cooper-Bessemer Diesel, developing 135 hp. at 600 rpm., and connected to a 80 kw. generator and 100 hp. motor, both of Electro Dynamic make.

The auxiliary generating set, furnished by Diesel Engine Sales & Engineering Corp., consists of a 30 hp., 3 cylinder



Capt. Morton Selig, who will command the "Illinois", and the ship's sponsor, Mrs. Jervis Babb, at the bow.



Jens Bruun, Marine Superintendent, and J. J. Lamere, Resident Manager, Booth Fisheries Corp., Boston.

Lister Diesel, direct connected to a 15 kw. Diehl generator, and mounted as a unit on a rigidly constructed fabricated steel base. The Lister Diesel is fitted with American Bosch fuel pump and injectors, "Listard" processed detachable cylinder liners, "Fulton Sylphon" safety controls operating on water temperature and oil pressure, "Airmaze" intake silencers, and Maxim exhaust silencer. The set is used for supplying electrical power in port and for emergency service at sea.

There are two 2-stage Gardner-Denver compressors in tandem. Pumps and their services are as follows: DeLaval centrifugal and salt water sanitation, Northern lubricating oil, Viking fuel transfer, and Gardner-Denver bilge, the latter arranged for performing any pumping service in emergency.

Safety Stop for Deck Machinery

The vessel has a Bromfield worm-gear trawl winch, with electric control, holding 600 fathoms of 15/16" Roebling wire rope on each drum. There are flexible couplings between the winch and the winch motor to avoid difficulties in the event of misalignment. The 5 hp. motor-driven fish hoist is also of Bromfield manufacture, as are the gallows frames, hanging blocks, deck bollards, fair leads, checker stanchions and quarter rope blocks. Columbian rope and Grimsby nets are used.

A special feature of the deck machinery is a safety stop in the pilot house, whereby the pushing of a button by the Captain will instantly stop all moving gear, in the event of accidents not seen or not preventable by the winch operator.

Well-Equipped Pilot House

The pilot house and adjacent captain's room are commodiously arranged. There is a large berth, built-in wardrobe, toilet room with wash bowl, chart table and ample space for instruments. There are 4 port lights in the quarters and 1 in the toilet. The 2 center windows in the house are fixed, the 2 port and starboard ones are drop-type. Port lights are found in the doors.

Navigating instruments comprise an 8" Kelvin-White spherical, spring suspension compass, and trawler binnacle, Fathometer depth finder, 75 watt RCA radio telephone and RCA radio direction finder. There are two engine room telegraphs.

Steering equipment was furnished by Edson, and consists of a size 4 trawler type steerer with machine cut geared reduction, steerer chains, rudder indicator and bronze, 48" steering wheel.

Ice Water for the Crew

The officers' quarters are good sized, with large closets and individual wash bowls. Separate rooms are provided for the chief engineer, assistant engineer, mate and cook. The toilet for these quarters is situated in the upper engine room.

The forward quarters, which are very spacious and well fitted, furnish bunks and lockers for 10 crew members. There is an adjoining toilet and wash room.

The galley is well supplied with cupboard space, and has a large refrigerator with 3 doors for convenient access, which is cooled by a blower type freezing unit. A system of tin water pipe coils on one side, connected to an outside spout, furnishes continuous ice water for the crew.

A bitumastic floor is used to cover steel in all quarters and the galley, while soundproof insulation is used in the ceilings.

Hot Water Heating and Air Conditioning

The *Illinois* is furnished with a hot water heating system, a new departure for trawlers. Installed by Brown Oil Burning Equipment Co., the equipment supplies the heating require-

ments for the entire ship, eliminating the need for a separate stove in the fo'c's'le. The plant, which is oil burning and fully automatic with electric ignition, is thermostatically controlled from the pilot house. Forced circulating hot water under pressure is supplied for 600 feet of radiation, consisting of 18 radiators and 3 unit heaters in the engine room. The radiators are of the compact, copper conducted type, and are located in the fo'c's'le, galley, pilot house and officers' quarters. An automatic domestic hot water boiler is tied in with the heating plant. Brown also furnished the galley range which is equipped with a horizontal rotary oil burner, using Diesel fuel as does the heating plant.

The *Illinois* has the first trawler installation of an air conditioning system for all quarters. It consists of ducts and ventilators, without moving parts, and provides a constant supply of cool, fresh air, the flow of which is controlled by registers.

Water-tight Deck

The vessel has an enclosed, wing type bridge. The masts are of hollow steel, with the main mast taking the place of stove pipes for the heating boiler and galley range. The supports for the after top deck are of hollow pipe that acts as a scupper. All paint was furnished by Socony Paint Products Co.

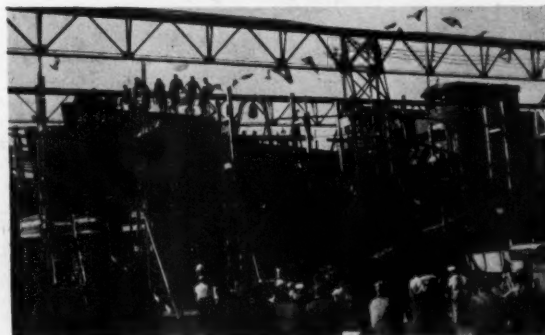
The *Illinois* is the first trawler to not have a rivet or bolt hole through any structure. Everything is welded, thus assuring a perfectly water-tight deck. All fastenings for decking and deck equipment are welded. For example, the bollards are bolted to foundations that are in turn welded to the deck.

To Use Hammond Fog Light

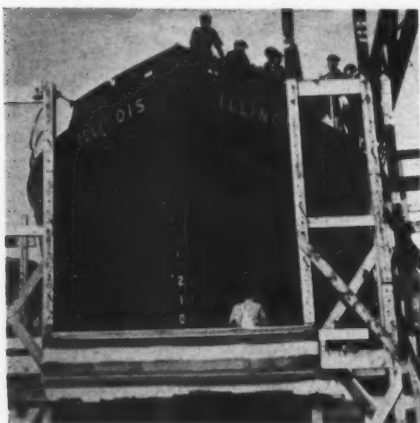
An example of the precautions which have been taken for meeting emergencies, throughout the vessel's equipment, is the arrangement for running and mast head lights. All these lamps have double filaments, rubber mounted to prevent effects of vibration. Ordinarily only one of these is used, and if it stops functioning, it is only necessary for the Captain to throw a switch and the other filament goes into operation. The ship's entire lighting system is controlled from the pilot house. The recently invented Hammond fog safety light is being used for the first time on this vessel.

Many unique gadgets have been incorporated in the *Illinois*, to simplify operations. Such are the snap clamps for holding

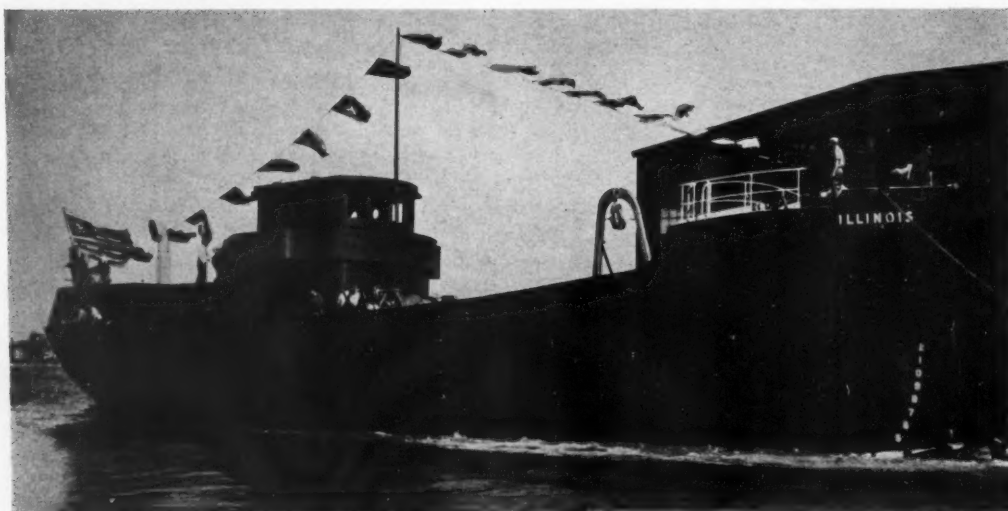
(Continued on page 19)



The "Illinois" before launching at Lawley's yard, with her sister ship, the "Maine", directly behind.



The All-Welded Trawlers
 "ILLINOIS" and "MAINE"
are destined to be
OUTSTANDING
Just as were LAWLEY yachts



The 127-foot trawlers "Illinois" and "Maine", built by Lawley for Booth Fisheries Corp., represent a new conception of trawler design and construction.

They are the first all-welded steel trawlers built to American Bureau of Shipping specifications. They are designed to carry a bigger pay-load, easier, more safely and at good speed.

At Lawley's Booth has availed itself of mod-

ern shipbuilding equipment, experienced craftsmen, and cooperative service.

During 95 years of building, Lawley has achieved wide recognition as a builder of outstanding yachts, and it is only natural that this reputation will be carried on in commercial vessels.

The facilities of the yard are now geared for concentration on the building and repairing of welded and riveted fishing and commercial vessels.

GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

the swinging lights on the pilot house and after section in either extended or retracted position; also the thumb screw locking device on the boom.

Aids for Handling Gear

Several provisions have been made for the easier handling of fishing gear. Braced forward side bollards are used to take the wire for the after gallows, thus keeping it clear of working space. To eliminate the catching of doors on the rail, the space between the deck and the rail at the after gallows has been sheathed. To prevent the sudden swinging in of full nets* of fish that are being hauled, a double rope guard controlled by a tackle extends from the gallows, and acts as a bumper.

A Credit to the Industry

The *Illinois* represents a modern trawler of advanced design, construction and equipment. She has been scientifically planned to incorporate all practical features that will assure highest operating efficiency, with maximum conveniences for the crew. She will be an outstanding credit to the industry as well as to those who have had a part in her construction.

The builder of the *Illinois*, George Lawley & Son Corp., of which Edward D. Whiting is General Manager, has had a long history of building yachts, many of which have been famous. They are now concentrating on Government work, and the building and repairing of riveted and welded steel trawlers.

The owner of the *Illinois*, Booth Fisheries Corp., of which R. P. Fletcher, Jr., is president, has its headquarters at Chicago, Ill. It is one of the largest and oldest concerns in the industry, having been established in 1848. It now has 44 branches and cold storage warehouses throughout the country, which handle all kinds of fresh and quick frozen packaged fish and shellfish.

The *Illinois*, which will be commanded by Capt. Morton Selig, is expected to start fishing late in September. Her sister ship, the *Maine*, which was to be launched September 20, will join her shortly under command of Capt. Lars Lunde. She will be an exact duplicate of the *Illinois*. These new vessels, which will operate from Booths' Boston Fish Pier plant, replace trawlers of the same names, recently sold to the U. S. Navy.



ALL THE NEW TRAWLERS

**Illinois—Maine—Belmont—Surge
Drift—Calm—Mist—Lynn
Cohasset—Salem—Weymouth
WILL BE GUIDED BY**

KELVIN-WHITE SPHERICAL COMPASS

Captains of trawlers and draggers realize its proven dependability and superiority over the old flat type of compass for safer and better navigation.

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BOOTH FISHERIES CORP. ALSO SELECTS

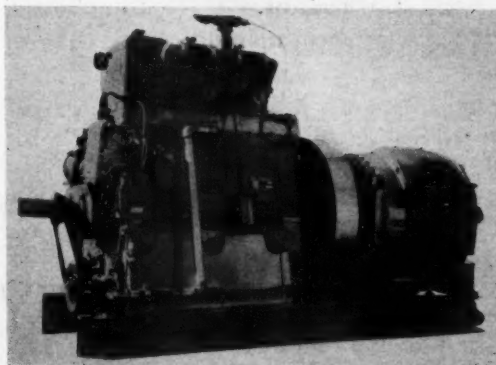
LISTER DIESEL

ENGINE DRIVEN AUXILIARIES

for "ILLINOIS" and "MAINE"

These plants consist of "Lister" three cylinder 30 hp. Diesel engines—built in Milwaukee—direct coupled to "Diehl" 15kw electric generators, and in general similar to other Listers installed in over 50% of the New England fishing fleet.

Diesel engined auxiliaries designed for your requirements. Write for descriptive booklet 150 AF.



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*The FATHOMETER has become
an essential part of fishing vessel
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The "ILLINOIS" A Modern Trawler of Advanced Design By GIELOW

Both the "Illinois" and her sister ship, the "Maine", built by Lawley for Booth Fisheries, represent an advanced design in trawler construction. They have been scientifically planned to incorporate all modern practical features that will assure efficient operation. As a result these trawlers will carry a much larger load for their size, with greater ease and safety.

GIELOW INCORPORATED

25 West 43rd St., New York, N. Y.
NAVAL ARCHITECTS — MARINE ENGINEERS

BOOTH'S NEW TRAWLERS

"ILLINOIS" and "MAINE"

are equipped with

BROMFIELD WINCHES

The two new steel trawlers built for Booth Fisheries Corp. are modernly equipped with Bromfield Winches with Simplified Electric Control.

Bromfield Winches are precisely engineered to insure thoroughly reliable service. They provide efficient operation with positive, yet simple control.

Time-tested on many boats against the most severe fishing elements, Bromfield Winches have been proven fully satisfactory under all conditions.



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Diesel Generating Sets
Marine Switchboards
Worm Drive Trawl Winches

Worm Drive Fish Hoists
Gallows Frames, Bollards, etc.
Gallows Blocks and Sheaves

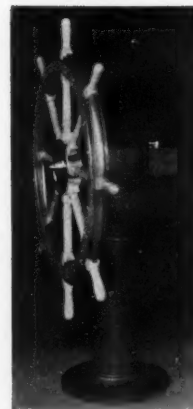
EDSON

DEPENDABLE

STEERING GEAR

used on

NEW BOOTH
TRAWLERS



The two new 127-foot steel trawlers built by Lawley for Booth Fisheries Corp., are modernly equipped with Edson trawler-type steerers, having machine cut geared reduction and rudder indicator, and Edson 48" all-bronze steering wheel...reliable insurance for unfailing steering.

EDSON PUMPS FOR O'HARA FLEET

The entire fleet of 10 draggers being built for F. J. O'Hara & Sons, Inc., will have Edson non-chokable bilge deck pumps.... reliable insurance for a dry bilge.

THE EDSON CORPORATION

49-51 D. Street

So. Boston, Mass.

SERVING THE MARINE FIELD FOR 80 YEARS

New Bedford Fish Platform To Be Built

CONSTRUCTION of a temporary platform for fish unloading at the South side of Homer's Wharf will be started soon, as an aftermath of a conference between city officials and local filleting company representatives.

John Lind, business agent of the Seafood Workers Union, asked city administration aid for idle fillet workers, whose employers were unable to buy fish to work with due to an established buyer-fishermen disagreement, he declared.

Lind said he regarded erection of the platform as a temporary solution, because "it will permit local fillet firms to purchase their own fish direct from fishing vessels, and allow anyone else interested in purchasing fish to do so. It will no longer be necessary to retain the established buyer as a middleman."

The proposed platform, to be approximately 60 by 12 feet, is expected to be ready in a month. North side of Homer's Wharf is not available to fishing boats due to current WPA construction there.

When these dock repairs have been completed, it was indicated, other permanent arrangements might be made whereby fillet houses could continue to make direct purchases from the fishing vessels.

Wolverine for "Hazel M. Jackson"

A new 4-cylinder, 8½x12½, Wolverine Diesel engine has been installed in the *Hazel M. Jackson* of New Bedford.

Superior for "Angel"

The dragger *Angel* has a new 62 hp. Superior Diesel installed by Joseph Ponte at Homer's Wharf.

Boat Yards

At Peirce and Kilburn's, the *3&1&1*, Sam Cahoon, hauled out for painting; likewise Capt. Mitchell's *Dartmouth*, and the *Annie M. Jackson*. *Avanti*, *Beret J.* and *Alicia* also hauled at the same yard for paint and minor repairs. At Kelley's *Wamutta* and *Fannie S.* hauled for going-over.

Federal Specifications for Fish

OF importance to seafood dealers are the recently approved and revised "Federal Specifications for Fresh Fish", copies of which have been sent to army posts and other agencies, to make future purchases according to the new specifications.

The new specifications, which are stated in language described as conforming more closely to commercial practices, were prepared by the provisions committee of the Federal Specifications Executive Committee, assisted in preparation by Charles W. Triggs, Chairman of the Fishery Advisory Committee; E. H. Cooley, manager of the Massachusetts Fisheries Association, Inc.; L. T. Hopkinson, Principal Commodity Specialist, Tariff Commission; and A. W. Anderson, Fishery Marketing Specialist, Fish and Wildlife Service.

Extensive in its coverage, the new list is divided into sections ranging from A through I, and contains regulations governing special types and grades of fish; quality of workmanship, and numerous general and detail requirements dealing with six types of fish.

Probably one of the most important provisions of the measure is that which deals with "packaging, packing and marking for shipment" since this is said to be of great importance to packers obtaining government contracts which are steadily increasing due to the heightened national defense effort.

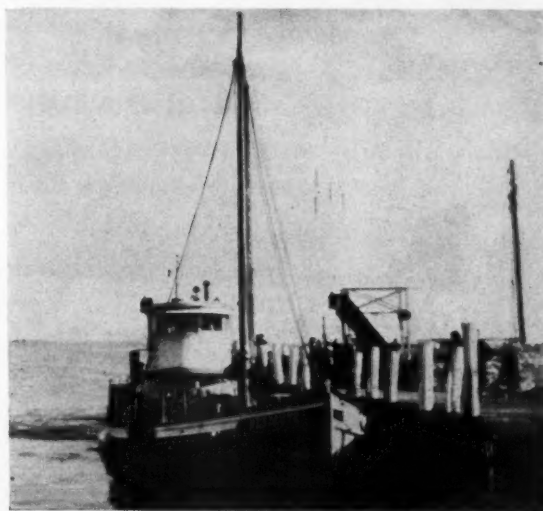
North Carolina Shrimp

CAPT. JOHN A. NELSON, Commander of the Department of Conservation and Development's fleet and Commissioner of Commercial Fisheries, reports a falling off in the annual catch of shrimp in North Carolina, but cites figures showing that the take inside was larger for 1940 than for years preceding. It was the failure of the shrimpers to find the offshore shrimp that accounts for the deficit.

Shad

There was a larger catch of shad in the Cape Fear and the Neuse rivers. But there was some complaint as to prices.

OYSTERS "R" HERE and many oyster boats are powered by WOLVERINE



The "Resolute" at the dock of the Seacoast Oyster Co., New Haven, Conn., powered by a 4 cylinder, 100 hp. Wolverine Diesel engine.

To properly operate in oystering, it is necessary that the engine be run at times at very low speed without missing impulses, and that the engine can be immediately speeded up when the dredges are hoisted over the side, without stalling the engine or interfering with its operation in any way.

Wolverine Diesel engines meet the requirements of oyster dredgers and all types of fishing boats. They are sturdy, simple, reliable, economical and long-lived.

Send for catalog No. 135

Wolverine Motor Works, Inc.
Union Ave. Bridgeport, Conn.

for **MAXIMUM** Profits
from **FISH BOATS**
Large and Small...
POWER and
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with **BUDA-LANOVA**
Heavy-Duty Diesels!



• "HELEN MAE," 47 ft. Dragger operating out of Owls Head, Me. Power—Buda-Lanova 6-cyl. Diesel. Model 6-DHMR-691.



• "FANNIE BELL," 64 ft. Fishing schooner out of Portland, Me. Power—6-cyl. Buda-Lanova Diesel. Model 6-DHMR-691.



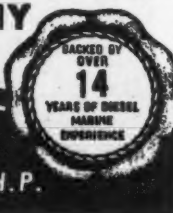
• "RIO DE ORO," 57 ft. purse seiner operating out of Seattle, Wash. Power—Buda-Lanova Diesel. Model 6-DHM-1879.

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ENGINES from 20 to 248 H.P.**



Long Island Oyster Growers Greet New Season

THE Long Island Oyster Growers, Division of Middle Atlantic Fisheries Association, welcomed the new oyster season at their 16th annual party at Oyster Bay on August 26.

More than 150 oyster planters and shippers, and others allied with the industry enjoyed a two-hour sail, while inspecting Long Island oyster grounds. A dredging boat gave a demonstration of taking up oysters from the beds.

After the trip, the party drove to Centerport for a shore dinner and dancing. The outing, as usual, served to marshal in the oyster season with enthusiasm, and optimism prevailed.

Oysters Better

An assertion that the 1941-42 crop of oysters look and taste better than those of the past few years was made by Joseph B. Glancy, research engineer for the Bluepoints Company.

Mr. Glancy, who admitted that this year's crop may not be as large as that of last year, added that the development of the bivalve has been helped by the warm weather during April, when the oysters came out of hibernation in the bay-bottom beds.

With a price increase in view, the 1941-42 yield for all oyster concerns, syndicates and independents, Mr. Glancy predicted, will total more than 1,000,000 bushels. The increase in price will be in keeping with the advance in price on other commodities.

Large Supply of Small and Medium Sizes

Capt. Frank H. Elsworth, 74 year old president of the J. & J. W. Elsworth Company, Greenport, greeted the opening of the 1941 oyster season with a warning that you can expect unusually large and fine supplies of small and medium-sized oysters, but that the large sizes will be hard to find and high in price. This development, Captain Elsworth explained, is due to the 1938 hurricane which almost completely destroyed that year's "set" of young oysters. The Elsworth family has been oystering in Long Island waters for 102 years.

Captain Elsworth reported an unusually fine "set" of young oysters for this year, the third in a row when the "set" has been completely successful—an unusual achievement in oystering.

Oyster Situation

Reports received by the Oyster Institute of North America from production centers along the Atlantic Coast indicate that there will be an adequate supply of oysters except in the grade of counts and extra selects, of which stocks are still below normal. The quality is good, ideal for this season of the year, as the oysters begin to fatten after spawning is over. The chief difficulty anticipated by the oyster growers and packers is a probable labor shortage, particularly in the larger centers where defense projects have absorbed labor at wages much higher than is possible to meet in the seafood industry. Some fears are also expressed as to their ability to obtain sufficient stocks of such needed materials as oil, burlap bags and covers, dredge links, rings chains, engine parts, and tools. Due to present conditions, costs of production will be materially increased and prices for oysters will have to be correspondingly advanced as compared with last season.

Seek to Have Canadian Embargo Lifted

On Dec. 2, 1940, the Canadian Parliament approved an emergency measure prohibiting the importation from non-Empire areas of a wide range of products regarded as non-essential. Included in this list were oysters, shucked, canned, and in the shell. Importations into Canada from the United States during 1939 were valued at \$229,208, of which only 761 barrels, valued at \$6,064, were shell oysters, revealing that the Canadian demand is almost wholly for shucked oysters.

The fact that Canadian production is wholly inadequate to satisfy more than a small fraction of Canadian demand, and in view of the many concessions granted by our government with respect to Canadian fishery products imported into the United States, covered by the trade pact with Canada on November 17, 1938, it does seem that the Canadian authorities might well remove this restraint on the exportation of our oysters. Industry leaders have determined to seek to have the embargo lifted.



Other New Bedford products for the fishing industry are:

- "New Bedford" Manila Rope
- "New Bedford" Manila Rope ("Copper Clad")
- "New Bedford" Manila pot-warps ("Copper Clad")
- "New Bedford" Manila lobster twine ("Copper Clad")
- "New Bedford" Manila tarred fishing cables
- "New Bedford" Manila tarred rope
- Tarred hemp lanyards, marline, rope and ratline

"If That's New Bedford, I'm a goner!"

The whale might well be worried if he knew the strength of New Bedford Manila. And strength was only one of the qualities wanted by the old whaling captains who, ninety-nine years ago, made the first New Bedford Manila Rope. So they made rope with the least possible tendency to kink, tough but pliable, highly water resistant, and embodying consistent strength over a long life. Those are the qualities, refined and improved to the highest degree of perfection, that you get today with New Bedford Manila. It's made from the highest grade pure Manila fibre obtainable in the world, is always uniform, and has earned the reputation "You Can Depend on New Bedford".

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General Offices - - - 233 Broadway, New York

31 St. James Ave. Boston
MILLS:
NEW BEDFORD, MASS.

230 West Huron Street
Chicago
ESTABLISHED IN 1842

NEW BEDFORD
PURE MANILA

Crab Meat Duty Increased

THE Tariff Commission announces that the President has approved its report on the differences in costs of production of canned and fresh crab meat in the United States and in the principal competing country, and has issued a proclamation increasing the duty from 15 to 22½ percent ad valorem on canned crab meat.

For the five years ended 1939 the United States consumption of all crab meat averaged 19.2 million pounds annually, of which 43 percent was fresh crab meat produced entirely in the United States and 57 percent was canned crab meat. Of the consumption of canned meat, 95 percent was imported and 5 percent domestic.

United States imports of canned crab meat are almost entirely from Japan and the Soviet Union. During the ten years ended 1940 annual imports for consumption ranged from 7.4 million pounds in 1934 to 13.5 million pounds in 1939 and averaged 10.1 million pounds. During this period Japan supplied 78 percent and the Soviet Union 21 percent of the total quantity imported. In 1940, however, imports from Japan represented 90 percent of the total.

Until about 1934 the United States market for canned crab meat was supplied almost entirely by imports. In the last few years, however, several canneries have been established in the United States and their output now supplies a considerable part of domestic consumption. This expansion of the industry was made possible chiefly by improved canning methods. The two principal species of crabs used by the domestic canning industry are the blue crab of the Atlantic and Gulf coasts and the dungeness crab of the Pacific Coast. Domestic canneries are located in Maine, Virginia, South Carolina, Louisiana, Oregon, Washington, and Alaska.

The investigation did not disclose facts warranting a change in the duty on fresh crab meat. Fresh crab meat is produced in 15 of the coastal States and in Alaska. The Chesapeake Bay States of Maryland and Virginia continue to account for more than half of the total domestic production.

Brunswick, Ga., New Trawler

WHAT is said to be the largest trawler that had ever joined the fishing fleet in the vicinity of Brunswick, Ga., moored at the dock of the Lewis Crab Factory, Inc., last month. Owned by S. L. Lewis, of the Lewis Crab Factory, the trawler is known as the *W. B. Lewis*, and is powered by a Lathrop Diesel engine. She is 57 feet in length, with a 15 foot beam.

Mastered by Capt. Frank McDowell, the boat will fish for shrimp while they are running, but will trawl for fish during the Winter months. She is equipped with the most modern trawling devices, and additional equipment will be secured for the ten-day trips that will be taken during the season for fishing.

Two additional ships are being built for Mr. Lewis by the Sarris Bros. of Saint Augustine, Florida, and will be launched in the near future; the three boats will be identical in size and color, white with black trimmings.



The "W. B. Lewis" owned by S. L. Lewis of Brunswick, Ga.

LET CAMDEN BUILD YOUR FISHING BOAT



Ample Space Now Available

Enclosed space for construction up to 100 feet; outside ways for construction up to 150 feet.

Two large railways, capable of handling vessels up to 1000 tons, 200 feet long, with 14-foot draft; a 1000-foot outfitting dock with 25-ton A frame, having 12 feet of water at low tide; and a completely equipped machine shop.

Overhauling at Economical Rates

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Telephone 451

Camden, Maine

Fulton Market Wholesale Prices

Specie	Aug. 1-9	Aug. 11-16	Aug. 18-23	Aug. 25-30
Bluefish	.15-.22	.07-.21	.09-.23	.12-.25
Bonito	.05 1/2-.10	.05-.09	.08-.10	.08-.12
Butterfish	.01-.10	.01 3/4-.08	.02 1/2-.12	.03-.14
Codfish, steak	.06-.13	.08-.15	.09-.16 1/2	.06-.14
Codfish, market	.04-.06 1/2	.04 1/2-.07	.04 1/2-.08	.05-.07
Croakers	.01 1/2-.04	.03-.04 1/2	.02-.05	.02-.05
Dabs	.. ..	.. ..	.. ..	.05-.05
Eels	.. ..	.. ..	.03-.15	.. ..
Flounders	.03-.14	.03-.12 1/2	.04-.12 1/2	.03-.13
Fluke	.06-.14	.06-.14	.09-.18	.09-.17
Haddock	.04-.06	.03-.06	.03 1/2-.08	.03 1/2-.07
Hake	.03-.06	.03-.07	.05-.08	.03 1/2-.06
Halibut	.15-.20	.16-.21	.16-.23	.17-.22
Jewfish	.. ..	.. ..	.10-.10	.10-.10
Mackerel	.01 1/2-.13	.01 1/2-.05	.01 1/2-.22	.01 1/2-.16
Mullet	.05-.06	.08-.08	.06-.10	.05-.06
Pollock	.04 1/2-.06	.03-.07	.05-.08	.04-.07
Pompano	.50-.50	.50-.50	.50-.50	.45-.50
Salmon, Pac.	.18-.23	.20-.25	.23-.25	.22-.25
Salmon, Atlantic	.. ..	.. ..	.20-.28	.. ..
Scup	.01 1/4-.05	.03-.12	.01 3/4-.10	.02 1/2-.06
Sea Bass	.03-.12	.03 1/2-.14	.04 1/2-.16	.04-.15
Sea Trout, Gray	.02-.15	.04-.14	.04-.16	.03 1/2-.11
Sea Trout, Spt.	.20-.22	.. ..	.. ..	.. ..
Silversides	.. ..	.. ..	.. ..	.03 .03 1/2
Red Snapper	.. ..	.. ..	.22-.22	.20-.20
Sole, Gray	.04 1/2-.08	.04-.09	.09-.09	.06-.10
Sole, Lemon	.10-.11	.. ..	.11-.13	.06 1/2-.14
Striped Bass	.20-.28	.28-.28	.25-.26	.25-.30
Swordfish	.27-.45	.23-.27	.33-.45	.30-.50
Tautog	.05-.05	.. ..	.. ..	.. ..
Tilefish	.08 1/2-.09	.. ..	.. ..	.. ..
Tuna	.03-.10	.02 1/2-.09	.05-.10	.03-.14
Whiting	.01-.06	.01 1/2-.05	.01 1/2-.05	.01-.05 1/2
Yellowtails	.03-.08	.02-.07	.03-.08	.01 1/2-.07
Clams, Hard	1.00-5.00	1.15-5.50	1.25-8.00	1.25-5.50
Clams, Soft	1.50-2.50	1.25-3.00	1.25-3.00	1.25-2.50
Conchs	.75-2.75	.50-3.00	.75-3.00	.75-2.75
Crabs, Hard	1.50-3.00	1.25-3.00	1.25-3.00	1.00-3.00
Crabs, Soft	.40-2.75	.35-2.50	.50-2.25	.40-1.75
Crab Meat	.35-.70	.45-.75	.35-.70	.35-.70
Lobsters	.25-.38	.25-.42	.18-.38	.18-.45
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, Bay	2.00-2.75	2.00-2.15	2.00-2.65	2.00-2.50
Scallops, Sea	2.00-2.00	1.86-1.86	1.91-1.94	2.00-2.25
Shrimp	.12-.28	.10-.32	.10-.30	.08-.27
Squid	.05-.10	.08 1/2-.10	.08-.12 1/2	.08-.10
Frogs Legs	.40-.45	.50-.50	.45-.55	.45-.50

Commentator on Traps

Mary Margaret McBride told of commercial fishing on WEAF Sept. 8, after taking a trip to the L. I. traps as guest of Charles Dorse, through arrangement of the Fishery Council. She is the first radio commentator to take that trip, and made an interesting 45 minute talk.

Free Motion Pictures

Free fishing motion pictures will be shown at the Council each Thursday afternoon at 2:30 P.M. (or at other times when special arrangements are made). These pictures are aimed to promote better understanding of the fishing industry, not only by those in the industry but by the general public, and radio, magazine and newspaper writers. This is free to Council members and their guests.

Dale Carnegie Writes About Council

In his syndicated newspaper column which is devoted to how successes got that way, Dale Carnegie took as his theme the Fishery Council and the men who were responsible for its birth and rise. He's mighty careful what he writes about, so it seems that the outside world is taking notice.


Represented at "Fordham" Launching

The Council was represented by A. E. Kessler at the launching of the *Fordham*, the fifth of ten boats being built by Francis J. O'Hara at Portland, Maine, on August 28.

PETTIT PAINT YARNS

THE LARBOARD BOAT
OF THE WHALER
NIAGARA WAS TOWED
SO FAST BY A WHALE THAT IT YANKED
THE BOAT RIGHT OUT OF HER COAT OF
PETTIT PAINT AND THE OLD MAN
THOUGHT THERE WERE TWO BOATS
DOWN! THEY TOOK THAT COAT OF
PAINT ON BOARD, NAILED IT ONTO THE
BOAT AND SHE LASTED OUT THE VOYAGE!


YOU CAN DO THINGS WITH PETTIT PAINTS!



PAINT PETTIT

AND SEE WHAT
SERVICE MEANS

PETTIT PAINT COMPANY, BELLEVILLE, N. J.



Boston Pier Landings for August

(Hailing fares. Figure after name indicates number of trips)

Acme (8)	172,600	Leonardo (7)	140,800
Adventure (4)	316,000	Mao II (2)	30,000
Adventure II (1)	87,000	Marcella (5)	324,000
Alice & Mildred (2)	81,000	Maria Diaz (7)	135,300
Alice J. Hathaway (2)	105,000	Maria Guiseppi (7)	82,500
Alphonso (9)	182,000	Maris Stella (2)	182,000
American (3)	228,000	Martha G. Murley (2)	113,000
Annie (5)	96,000	Mary Ann (1)	72,000
Annie & Josie (7)	147,200	Mary Grace (3)	171,000
Antonia (7)	129,600	Mary & Jennie (6)	119,000
Arlington (4)	424,000	Mary W. (3)	94,000
Atlantic (3)	303,000	Mayflower (6)	101,700
Belmont (3)	465,000	Nancy B. (6)	203,000
Bethulia (3)	104,000	Neptune (3)	351,000
Billow (2)	278,000	New Bedford (2)	124,000
Boston (2)	127,000	Newfoundland (3)	156,000
Breaker (3)	414,000	North Star (3)	362,000
Breeze (3)	360,000	Nyoda (1)	32,000
Brookline (3)	275,000	Ocean (3)	362,000
Cambridge (4)	401,000	Olympia (3)	172,000
Cape Ann (1)	63,000	Pelican (2)	89,000
Capt. Drum (4)	83,000	Plymouth (3)	324,000
Catherine Graffeo (1)	34,000	Pollyanna (2)	152,000
Catherine Saunders (3)	210,000	Princess (8)	161,000
C. M. Fauci III (7)	147,000	Quincy (4)	385,000
Cl'ce B. Mitchell (7)	141,500	R. Eugene Ashley (2)	106,000
Cormorant (3)	338,000	Rainbow (4)	218,000
Crest (3)	544,000	Rita B. (3)	189,000
Dartmouth (2)	143,000	Roma (6)	114,500
Dawn (1)	33,000	Rose and Lucy (6)	103,000
Dorchester (3)	316,000	Rose Marie (6)	245,000
Ebb (3)	364,000	Rosie (7)	157,700
Eddie and Lulu M. (4)	82,000	Saint Ann (5)	158,000
Edward & Estelle (1)	51,000	St. George (1)	59,000
Eleanor (5)	147,000	St. Joseph (7)	30,100
Elk (2)	169,000	St. Provvienza (5)	82,300
Ethel (5)	103,900	Salvatore (5)	81,000
Ethel B. Penny (3)	124,000	San Calogero (3)	177,000
Eva II (6)	112,200	Santa Maria (2)	87,000
Famiglia (1)	42,000	Santina D. (4)	269,200
Fannie F. Hickey (6)	173,000	Sea Ranger (3)	156,000
Felecia (1)	74,000	Sebastiana & Figli (7)	138,000
Fiori and Marino (4)	71,000	Shamrock (2)	83,000
Flow (2)	221,000	Spray (2)	216,000
Foam (2)	349,000	Sqall (3)	413,000
Frankie and Rose (2)	66,000	Stanley B. Butler (3)	195,000
Fred Henry (5)	96,000	Storm (3)	363,000
Gale (3)	530,000	Surf (3)	273,000
Gertrude DeCosta (4)	72,000	Swell (3)	413,000
Gertrude Parker (2)	139,000	Thomas Whalen (2)	248,000
Helka (4)	466,000	Three Sisters (4)	96,000
Helen M. (2)	72,000	Tide (3)	364,000
J. B. Jr. (4)	86,000	Triton (2)	192,000
J. B. Jr. II (4)	84,000	Vagabond (2)	100,000
J. M. Marshall (1)	72,000	Vandal (4)	294,000
Jackie B. (2)	56,000	Venture II (3)	144,000
Jennie & Julia (3)	82,000	Viking (2)	112,000
Josephine & Mary (3)	168,700	Wamsutta (2)	137,000
Josephine P. (7)	150,000	Wave (3)	431,000
Josie M. (2)	41,000	Wm. H. Killigrew (1)	70,000
Josie II (4)	59,800	Wm. J. O'Brien (4)	366,000
Lark (6)	540,000	Winchester (4)	538,200
Laura Goulart (3)	219,000	Winthrop (4)	277,000

On the Ways

The following vessels were recently on the ways at Bethlehem's Atlantic Yard: *Foam*, *Winthrop*, *San Calogero*, *Olympia*, *Cormorant*.

More Trawlers to Government

Five trawlers have been chartered by the Government for freighting service. They include the *Flow*, owned by General Seafoods Corp., the *Cambridge*, owned by Usen Trawling Co., the *Cormorant*, owned by Ocean Trawling Corp., and the *Lark* owned by Cape Cod Trawling Corp., all of Boston; and the *Fabia*, owned by John Chisholm Vessels Co. of Gloucester.

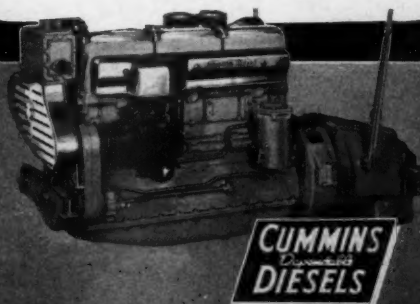


Your Self-Denial... America's Strength

Since Valley Forge, America's strength has rested in the ready willingness of her people, in every national crisis, to endure personal privation—even hardship—that the nation might prevail and prosper. This holds true in today's emergency . . . Americans must put aside "business as usual" for an "all-out" defense effort . . . *there is not enough of time, materials or men to serve both public and private needs.* In July, 1941, 94% of Cummins Diesel production was delivered—directly or indirectly—to National Defense projects where dependable, low-cost power is an absolute essential. This means that you may not be able to get the Cummins Dependable Diesel you wanted this year . . . but, more important, *it means that your self-denial is contributing vitally to America's renewed strength and continued security.* Cummins Engine Company, Columbus, Indiana.

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RICHMOND, VA.
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Vineyard Fishermen Prosper

By J. C. Allen

IN spite of the gas shortage, the war, the draft, politics and strikes, August still found the Vineyard fisheries prospering and all hands hailing this information in an optimistic tone. It may not be strictly "business as usual"; but "business is good" just the same.

Porpoises

Summer fishing, as it goes, is due to taper off right smartly as this entry is made in the log. No indication of it has appeared as yet except, maybe, the appearance of porpoises by the wholesale. These critters have chased the bonito clean to helengone, as might be expected, and we haven't had mackerel enough to grease a skillet for the whole season, so those two species were out as August drew to a close. Right at this point, the gang who look for a late run of blues are hoping that something cleans out the blasted porpoises and sends them chasing their tails.

Swordfish

Now take the sword, for example. Ordinarily, the fleet has fitted out and steamed over the sky-line year after year in order to get a trip. This year, all hands said that swords would be scarce, and produced all kinds of arguments to prove it. As things stack up, you can't prove that they weren't scarce by anything or anyone in these latitudes because darned few vessels went after them. But those who have really made a business of swordfishing have fared well. And, curiously, the heft of the fish have been raised well inshore. As a matter of fact, the first one was taken in a damp spot, close in to Quick's Hole, where the potatoes grow so close to the tide-rip that they have to cultivate 'em with a tractor, because horses always get scared of the whistling-buoys.

Flukes

Flukes ran small, and scarce all through the month, just as they did during the month previous. We have felt that the gang was right when they said that the flukes were cleaned out, but in view of other developments, be cursed and be blown if we ever believe anyone or accept any opinion regarding fish again!

In our own personal experience, we have seen the cod run shy on all commonly-frequented bearings. We have heard men say that the seiners had cleaned out the mackerel, which had become so scarce that they had stripes running both ways on 'em, due to the over-supply. Then we have seen the squeteague disappear, after they had been so plentiful that they loaded schooners right from the traps; and lastly, the lobsters disappeared from inshore and got darned scarce in any soundings.

Lobsters

But now—well, the lobsters begun to run in early Spring and the gang said things looked better. There were fewer boats after them, and we didn't take the report too seriously. In July; however, they continued to run better; much better in actual poundage than for years. They did run mostly to chickens, which was a cause for complaint.

In August, by Godfrey, the school moved offshore, as they have done since the days of Abraham, when things were normal. The fleet followed them and got the surprise of their blasted lives. The catch so far, and this means virtually the entire month, has been so far ahead of anything in recent years that there is no comparison. And the lobsters have been large, three to four pounds, which hasn't been the rule for fifteen years and more! An over-set, which has been the custom for years, proves to be a dead loss because the pots get so full of lobsters that they eat each other up and kill half the catch!

Dragging

Dragging has been as good as usual all through the month, with luck running high everywhere except on the fluke ground. Traps have paid a dividend, but the catch has not been heavy although they have taken more squeteague this season than for many a year. They all run to juvenile sizes, which is too bad, but maybe next season will find 'em grown up if the submarines don't get 'em through the Winter.

(Continued on bottom of next column)

New Brunswick Fisheries

By C. A. Dixon

ALTHOUGH the sardine herring catch in Southern New Brunswick fell off to a considerable degree during the month of August, sales in certain localities in Charlotte County were fairly good and in some particular instances were excellent. In West Isles when the "August Darks" came on (a run of tides with no moonlight to hinder fishing) the expected resumption of fishing on a scale comparable to that which prevailed all Summer did not materialize, and in St. Andrews Bay weirmen on the Canadian side of the international boundary line were "out of luck". Along the Perry, Me., shore, however, weir fishermen did well some days. Deer Island weirs continued to supply the greater part of raw material obtained in the Passamaquoddy Bay region for the Eastport, Lubec, and Pembroke factories in Maine, and Connors Bros., Ltd., and H. W. Welch, Ltd., Canadian packers. All the factories are being run at capacity production when fish enough are obtainable and will continue to be operated along the same scale of production of manufactured goods of prime quality all the Fall. The Canadian plants will pack fish all Winter, too, as they have been in the habit of doing for a number of years. The demand for canned sardines is so steady that no curtailment is anticipated, and there is no doubt in the minds of all connected with the industry that American sardines have received a degree of popularity with the consuming public that will not wane in the future. Many signs that the domestic product has been raised to par with that of the best imported sardines, heretofore deemed superior, can be discerned both in Canada and the United States.

Pollock

Pollock landings by local fishermen in all the 'Quoddy districts have been small throughout the year, but fishermen state there seems to be quite a lot of fish on the grounds, many claiming that the operation of set gill-nets prevents the normal production by handliners. So far, no squid have made their appearance in Quoddy River but if the squid do arrive in September the chances are that line fishermen will get a good Fall's fishing. Few are showing optimism over Fall bait prospects, however, as squid in late years have consistently avoided local waters for reasons undetermined by anyone connected with the industry. Practically all the pollock that have been caught at Campobello have been landed by the gill-netters operating small boats in the river.

Captain Hicks Meets a Whale

Capt. Alfred Hicks of Eastport, while en route from Eastport to the Wolves Islands, N. B., in search of a cargo of sardine herring, had his large sardine carrier *America* put out of action in jig-time when a big whale came up directly beneath the boat with resounding impact, causing damage to the craft which set it leaking badly. The stem of the *America* was broken as well. The pumps had to be used in order to get the boat back to the Eastport factory of the Machiasport Canning Co., where repairs were effected later.

Money in Fishing Now

Late reports from Campobello state that sardine herring of excellent size and quality have struck along the back of the island and that weir fishermen and those owning seining privileges at different coves there are harvesting a lot of fish from the sea at good prices. On the inside of the Canadian island at Harbour de Loutre, large herring are being taken in the weirs, but a ready sale is being found for them, as is the case with all fishery products this year.

Scallops

Sea scallopers have done well, so far as the local fleet is concerned, but the gang says that the eight-day regulation has put a stop to prospecting, and some of the vessels have run shy because they didn't want to waste time looking for new beds. Hi-ho, as the feller said: "One man's duck soup is another man's rat-poison!" Maybe they'll make a new regulation that will allow a little time for prospecting. If they don't, the damned bivalves will be worth a dollar apiece!



Finest Quality Netting

Skillfully Manufactured to give

UNEXCELLED SERVICE

under all fishing conditions

A COMPLETE LINE

Cotton Netting for Seines, Traps and Pounds; Cotton and Linen Gill Netting; Ropes; Corks and Fittings.

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20 Years of Continuous Service

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RUBBERIZED
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Gordon LeFebvre, General Manager of The Cooper-Bessemer Corp.

**Gordon LeFebvre, Cooper-Bessemer
Vice-President and Manager**

THE Cooper-Bessemer Corporation has announced that at a meeting of its board of directors on August 25, Gordon LeFebvre, former American Locomotive Company executive, was elected vice-president and general manager.

Mr. LeFebvre attended private grade and high schools in Richmond, Virginia. He is a graduate of Virginia Polytechnic Institute and attended the United States Military Academy at West Point, N. Y. From 1913 to 1914 he served as a special apprentice and machinist for the Northwestern Railway. During the years 1915 to 1919 he was affiliated with E. I. Dupont de Nemours & Company.

In 1919 Mr. LeFebvre became associated with General Motors Corporation at its Chevrolet Division. He was in charge of construction of the Chevrolet plant and, later, responsible for production there, under Wm. S. Knudsen. He was then elevated to the position of vice-president in charge of all General Motors Corporation activities in the Dominion of Canada, following which service he returned to the United States to assume the duties of vice-president in charge of operations at the company's Pontiac Division.

Mr. LeFebvre brings to Cooper-Bessemer an extremely valuable experience in engine building. He is a member of the Society of Naval Architects and Marine Engineers. His broad knowledge of plant management and production is expected to serve him well in his new connection, especially in view of the corporation's greatly increased activities at both its Mount Vernon, Ohio, and Grove City, Pennsylvania, plants.

John Morse Killed in Crash

THE many friends of John Morse, son of Colonel Robert H. Morse, President of Fairbanks, Morse & Co., will be shocked to hear of his untimely death in an automobile accident on August 22. He was 25 years of age, and graduated from Yale in 1937. Since last April, when he resigned from the U. S. Navy because of an eye deficiency, Morse had been assistant manager of the company's San Francisco branch.

James F. Brock

JAMES F. BROCK, salesman for the New York office of Fairbanks-Morse, passed away on August 19, after a week's illness.

He joined the Fairbanks-Morse organization June 1, 1925 in Baltimore for duty at Norfolk.

After graduating from Cornell, previous to joining the organization, he served with distinction in the U. S. Navy during the last war. Later, he went to sea as an engineer on one of the Texas Company's motorships.

His host of friends, both personal and business, is a tribute to him.

Harold G. Smith, Executive Engineer of The Buda Company.



Harold G. Smith is Buda Executive Engineer

HAROLD G. SMITH, former Chief Engineer of the Automotive Division of The Buda Company at Harvey, Illinois, has been promoted to Executive Engineer of Buda in charge of all engineering of automotive and marine, and industrial engine and radial Diesel engine divisions, according to announcement just released by R. K. Mangan, Executive Vice President.

Mr. Smith is well known in the engineering field nationally, is a member of the S.A.E., a member of S.A.M.E., a member of Olympia Field Country Club, and is on the Engine Standards Committee of the Society of Automotive Engineers.

Canned Products and Byproducts

FISHERY products and byproducts, canned at 383 plants in the United States and Alaska during 1940, had a value of \$124,587,000. Of the 1940 total, canned fishery products comprised \$94,114,000.

The byproducts output for 1940 amounted to \$30,473,000. Among the commodities classified as byproducts, marine-animal oils ranked first in value—\$12,018,000. Other important items in the byproducts group, rated by value, were: meal, \$5,469,000; marine pearl-shell products, \$5,368,000; fresh water mussel-shell products, \$2,489,000; scrap, \$2,340,000; and oyster and marine clam-shell products, \$1,470,000.

New Booklet For Hydraulic Drives

THE Twin Disc Clutch Company has just issued a booklet covering Hydraulic Drives for all types of service, featuring the nature of Hydraulic Drives, design and performance of Hydraulic Clutches, design and performance of Hydraulic Torque Converters, applications of Hydraulic Clutches, and applications of Hydraulic Torque Converters. The booklet, 24 pages, size 8½ x 11, is profusely illustrated with photographs, charts and diagrams. Copies of this booklet can be secured by addressing Hydraulic Division, Twin Disc Clutch Company, Racine, Wisconsin.

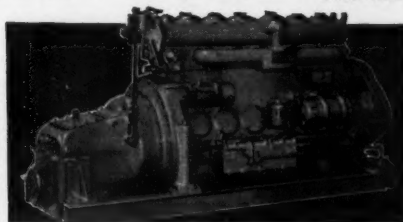
Continental Can Promotes Shrimp

CONTINENTAL Can Company, Inc., aiding the shrimp canners in their Fall promotion drive to consumers, is releasing to over 52,000 stockholders and employees an enclosure titled "Seafood At Its Finest—Canned Shrimp."

Mailed early in September to stockholders with the company's dividend checks, and enclosed with employees' salary checks, the enclosure, attractively illustrated in color, presents interesting facts and a host of appetizing ways in which canned shrimp may be used.

Stressing the convenience and availability of canned shrimp products throughout the year, the insert tells of the healthful qualities of this tasty shellfish at the time when thousands of retail stores are featuring the product.

MURPHY DIESEL MARINE ENGINES



It will be to your advantage to check the Murphy Diesels. They are full reversing, dependable and extremely economical to operate.

They come in 3 sizes - 4 cylinder, 85 HP - 6 cylinder, 135 HP - and 8 cylinder with super-charger, 180 HP - These are heavy-duty continuous ratings.

Murphy Diesel Co., Milwaukee, Wis.

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PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

When You Ship FISH, LOBSTERS
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On the Boston Market over 30 Years
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Government Wants Fishery Economists

THE Civil Service Commission has announced an examination for Economists in specialized fields at salaries from \$2,600 to \$5,600 a year. No written examination will be given.

Economic analysts, commodity economists, industrial economists—in fact, all types of economists—are needed, provided they have the requisite training and a thorough understanding of the application of economics to at least one special field of production or distribution.

Those qualified in fishery economics should request Application Form No. 118 from the Secretary, Board of United States Civil Service Examiners, at any first or second-class postoffice, except in district headquarters' cities where the forms must be obtained from the United States Civil Service district office.



*Mrs. Helen D. Perley
digging clams.*

Champion Clam Digger

OUT around Pine Point in Scarborough on the Western Maine Coast they say that Mrs. Helen D. Perley is "the smartest little thing that ever happened." Without question she is the champion female clam digger of Maine. She digs chiefly, as do most of the Pine Point clammers, for the F. H. Snow Canning Co.

Mrs. Perley has a record of five barrels of clams on one tide. Three bushels are reckoned to the barrel, so she dug 15 bushels on that one tide! Then she averaged three to four barrels a day for three weeks on a stretch. At the Snow factory, Fred Snow said, "Yes, Mrs. Perley is a wonderful young woman. Few men could stand the physical exertion of digging clams to equal her record. I recall that she once dug 18 barrels in four days' time. Three bushels to a barrel. Fifty-four bushels."

The strangest thing about Mrs. Perley is that she is by no means a big, broad-shouldered masculine type of female. No, she is a pretty young woman in her early 30's, refined, low spoken and splendidly educated, mother of two fine children, a boy and a girl. She digs clams because, as she puts it, "I just love to. It never tires me and I think I have developed a technique that brings results." Those who have tried to follow the pace she sets on the clam flats think so too.

Boats and Engines for Sale

MARINE BARGAINS

Fishing smacks—would make good draggers: 66' x 15' 6", x 5' 6", new 1940, gas powered, \$9,000.00. 65' x 13' 6" x 4' 6", built 1923, fine condition, oil powered, \$7,500. 60' x 13' 6" x 4', built 1912 by Morse, rebuilt and gas powered, \$1,900. 42' x 11' x 4' 6", aux. rig, gas powered, built 1916, rebuilt 1936, \$1,450. Beam trawler, new 1931, gas powered, 40' x 10' 9" x 4', \$1,400. Oyster dredge 50' x 13' x 6', rebuilt 1937, oil powered, \$2,500. All of these boats are in commission. Have many others. Also gasoline and Diesel engines, all sizes. Write us as to your requirements. *Buy Now, prices are advancing.* Knox Marine Exchange, Camden, Maine.

STANDARD DIESEL ENGINE

280 hp., 6 cylinder, 11 x 15, Standard Diesel, good running condition. Address Chester A. Poling, Inc., 99 Wall St., New York City.

100 H.P. Fairbanks-Morse full Diesel; 400 R.P.M.; complete with air tanks and control pedestal; running when removed from boat; \$900 f.o.b. our plant, Mack Mfg. Co., 34th St. and 48th Avenue, Long Island City, N. Y. (Marine Engine Division)

30 H. P. Ailsa Craig 3 cylinder Diesel with built-in reduction gears; needs some work; \$300 f.o.b. our plant, Mack Mfg. Co., 34th St. and 48th Ave., Long Island City, N. Y. (Marine Engine Division)

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